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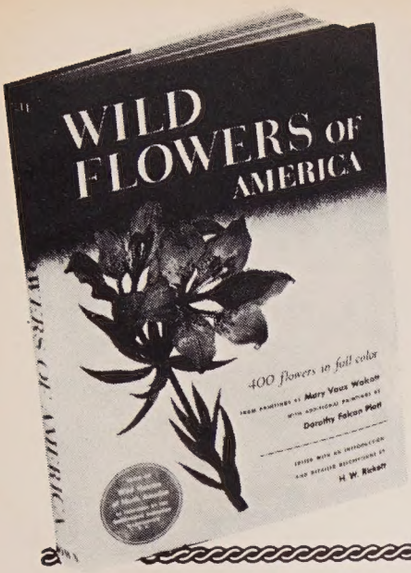

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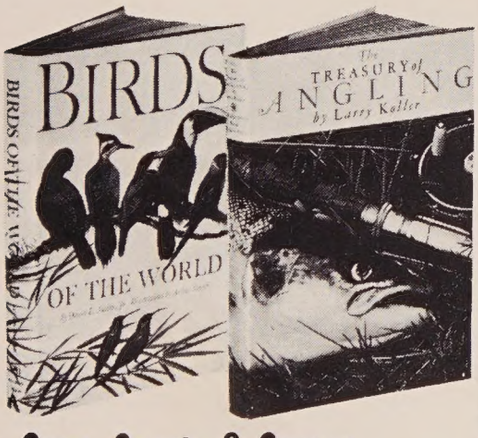

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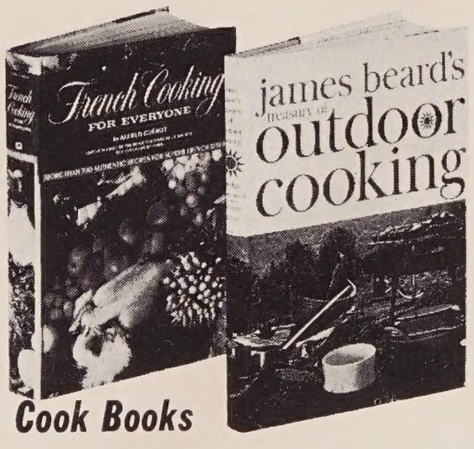

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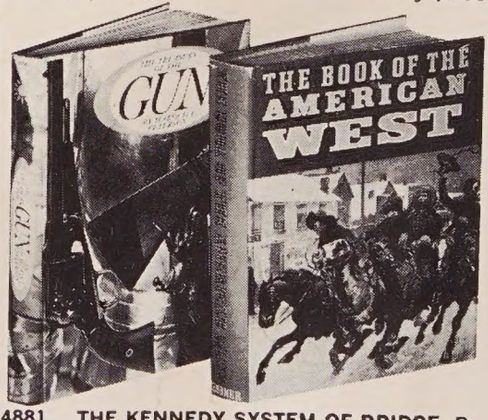

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 80, NO. 4 FEBRUARY, 1967 50 CENTS

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Virginia Blue Ridge loco (0-6-0) with westbound freight at Tye River in rural section of Virginia in December, 1958. Line has since been abandoned.
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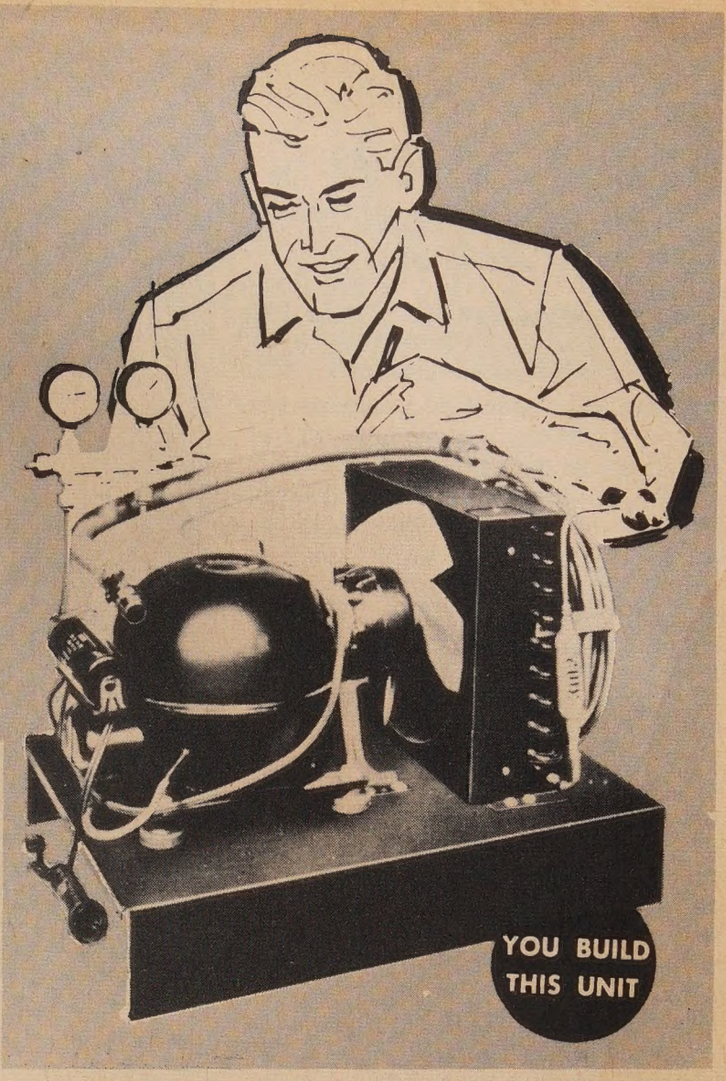

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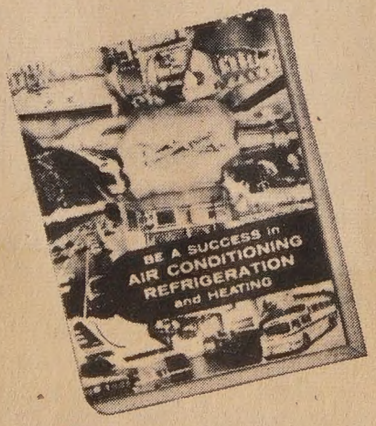

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WINTER wonderland photo on our front cover, showing engine 13 of the now-abandoned Buffalo Creek & Gauley in West Virginia, was made in 1964 by Paul Kutta, Shadyside Ave., South Nyack, N.Y. ●

PASSENGER TRAINS. "Europe's state-owned railroads, as more than one envious U.S. traveler has noted, still consider the hauling of humans an important part of railroading," reports *Business Week*. "Passenger service on European lines often is more frequent, fast, and pleasant than on most U.S. carriers." Referring to the French National system: "SNCF, of course, makes money on crack trains such as the *Mistral* and the *Train Bleu* which clip along at over 100 mph. And officials say they hold their own on many of the less populated lines. What hurts financially are the back-country runs with stops every ten minutes."

Reader's Digest had an article by Alfred Steinberg entitled "Passenger Trains That Can Turn a Profit," last November, sub-headed: "Canadian National, the largest railroad in the world, shows how to lick a chronic red-ink problem—by wooing passengers with lower fares and vastly improved service." The author tells how you can ride CNR's *Rapido* for 335 miles between Montreal and Toronto—North America's fastest train for that distance—for only $8. He adds: "Cleveland and Chicago are about the same distance apart as Montreal and Toronto. But the New York Central's parlor-car seat fare between those cities is $25.74, and coach fare is $16.25."

Six new trains are now operating in *Rapido* service. *Rapido* trains operate non-stop between Montreal, Toronto, and Quebec. There are morning and afternoon *Rapidos* on both runs. The top quality luxury cars make the Montreal-Toronto run in five hours and the Montreal-Quebec in three.

CNR president Donald Gordon "is out to prove that the way to get more passengers and profits is to charge sensible fares and improve service," Steinberg writes. "This is a refreshing approach; for the most part, the railroad industry has tried since World War II to settle passenger problems by raising fares and cutting service."

Diane Locke ("Miss East Broad Top") greets Philip Ott, EBT master mechanic and engineer, who has just got down from the cab of a 2-8-0 at Orbisonia, Pa.
Joseph A. Mannix, 33-18 161st St., Flushing, N.Y. 11358

Says Gordon: "We do not believe the railway-passenger business is dead. And I think that time will prove us right. Perhaps others will follow our lead, and the passenger train will make a comeback."

Three cheers for Gordon! His confidence seems to be justified by the steady rise in CNR passenger revenues from $44 million in 1961 to an estimated $70 million for 1966. Looking to the future, he regards the fast turbo-train as "the most significant railway passenger-service innovation in the last 100 years." When perfected, according to experts, it will earn a lot more money than conventional trains but will cost only 70 percent as much to operate. ●

ONE of the ladies attending a Friday night card party some time ago at Lester, Wash., was Mrs. Clarence Derwick, the pregnant wife of a Northern Pacific telegraph operator (who later became station agent at Kirkland in the same state). Suddenly she became aware that her baby would be born very soon. This created a problem because Lester was a mountain village with no doctor, no hospital, and no transportation link with the outside world except the railroad.

Fortunately, freight train 603, westbound toward Lester with 66 cars, had a radio-telephone that connected the caboose with the engine, No. 7005, and the dispatcher. Clarence phoned the dispatcher. DS notified the train crew to pick up two passengers. At 11:15 that night they rolled out of Lester with Mr. and Mrs. Derwick in the waycar en route to the nearest hospital, and they were making about 55 miles per hour when labor pains set in. Conductor R. C. Davis was no physician but took control of the situation. The men in the engine cab listened by radio to what was going on in the waycar. They heard Davis ask Auburn Yard to have an ambulance and a doctor ready at East Auburn, where the train would make an unscheduled stop. But before they arrived, a baby boy came.

"We would have made it on time," the skipper said later, "if we hadn't had to wait at Maywood for a fast passenger train, *The Mainstreeter*." ●

CONTROVERSIAL ITEMS. American railroads want to impose a 5 percent "penalty" charge on shippers who don't fully load each freight car they use. Financial writers say this would yield much more than a billion dollars a year in gross revenue. Shippers oppose it. Unless the ICC ap-

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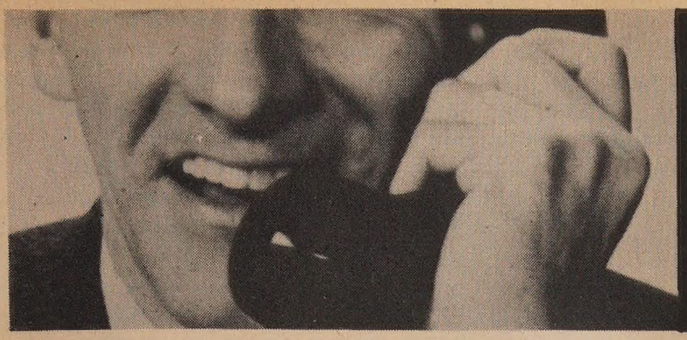

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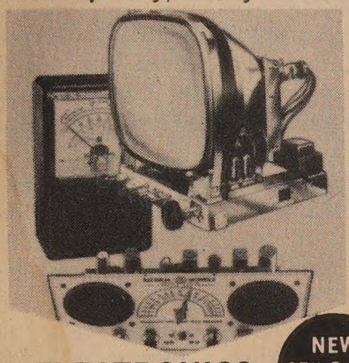

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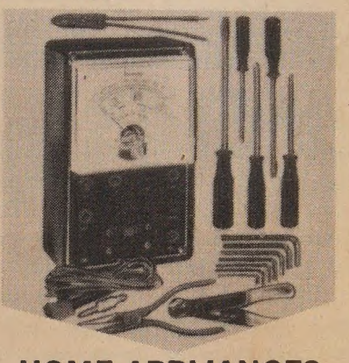

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proves, the carriers are expected to seek an across-the-board hike in freight rates, the first general boost in six years.

The Post Office Department at Washington, D.C., is hurting railroad passenger business. For example, Chesapeake & Ohio trains 25-26 that ran between Grand Rapids and Traverse City, Mich., were operating at a profit until the Department took away their mail contract in 1965 and gave it to the truckers. As a result, those trains lost so much money that the C&O, which is fighting hard for passenger traffic, recently sought—and received—ICC permission to abandon them.

T. S. D'Amico, oldest flagman in Missouri Pacific service, recently had a letter almost a column long printed in the Houston, Texas, *Chronicle*. It challenged a newspaper article which stated that the Mopac had cut fares to attract more passengers on the Brownsville-Houston run but that "this experiment did not succeed." Actually, according to D'Amico, "no attempt was made until summer travel was over" to put the new reduced rates into effect. He said the Mopac could have increased its passenger business substantially if the lower rates had prevailed from March through October. The fare cut was delayed, he charged, so the railroad could show it failed and thus make a case before the ICC for the abandonment of passenger trains.

Denver & Rio Grande Western has told the ICC that it wants part of the Burlington Route "to best achieve a railroad system designed to maintain competitive transportation service for the public." The Rio Grande is getting Burlington freight traffic at Denver to deliver to the Western Pacific at Salt Lake City and the Union Pacific at Ogden, Utah.

Arguing for the retention of a famous train, Congressman David S. King of Utah told the ICC the other day: "The issue goes far beyond the question of whether the *California Zephyr* lives or dies. This case is simply a burning symptom of a larger question: Why do the railroads of America insist upon killing the passenger trains? . . . If America cannot afford to keep its most colorful train running, then how soon must follow the demise of the other popular passenger trains spanning the country?"

Commuter trains and station platforms are favorite places for politicians to do a little campaigning and distribution of literature. The commuters leave behind much of this paper stuff—for the cleaners—and it costs the railroad real money to gather it up. The bankrupt New Haven now charges these energetic politicians a fee of $50 to carry on their campaigns aboard trains and on its property. Of course, these fellows object to paying for the privilege of littering up the streets and trains. ●

ALTHOUGH the Middleburgh & Schoharie was abandoned before my time," writes Dr. Carl E. Soechtig, 5 La Roche Ave., Harrington, N.J., "I recall seeing, before and shortly after World War II, piles of rusting rail along the old right-of-way as well as the open pit of what used to be a turntable. Recently I photographed an old wooden 'combine' on Rte. 145 about a mile out of Middleburgh. It has been there for as long as I can recall; perhaps someone will tell me its history. My father remembers riding the M&S train from Cobleskill in the late 1920's when his folks owned Bouck's Falls." ●

ENGINE SERVICE. Lewis Micher's letter in our January issue (page 54) prompted this one from British Railways driver John Drayton, 13 Sycamore Rd., Pontypool, Monmouthshire, England: "I remember the days when we had to care for our own locomotives here in Britain. One chore was packing spindle glands. An inside-cylinder tank engine had two inside and two outside sets. Later on, the new classes had one set inside in each case. This required skill in placing the packing coils in correct sequence—i.e., in rings with each joint opposite the other so that steam would not blow back along the valve stems when the engine was out on the road.

"British engines had valve gear made like a watch, with no room to get your hands up around the slide bars and stuffing boxes unless you came prepared with specially-made spanners. Your overalls would be covered with grease and your lungs reeking with smoke from the flare lamp hanging up under the boiler that shed a flickering yellow light on the motion and valve gear while you were standing in a drop pit in the enginehouse.

"This may be hard for Americans to believe, but British enginemen used to have to carry their own seats into the cab! Our railways didn't start providing them until 1923, when a 4-6-0 four-cylinder *Caerphilly Castle* engine was outshopped with either-side tip-up cab seats. Prior to that date, drivers and firemen made their own seats, each one consisting of a crude half-circle of oak attached to a T-section of steel which hooked around the side of the cab. Many British railways had no provision at all for enginemen to sit down in the cab—a situation dating back to the earliest locomotives. If the men did sit, it was generally on bundles of cotton waste, placed on such objects as wheel-splashers, lever racks, or sandbox covers. Nowadays, of course, our cabs are modern and comfortable." ●

PROPELLED by the equivalent of 23,500 stallions champing at the bit, a record-breaking ore train 300 cars long recently moved a mammoth 30,146 ton payload on the Pennsylvania Railroad, reports *Railway Age*. This is believed to have been the heaviest train ever operated in the U.S. and possibly the world. Total weight, including eight diesels and the caboose, 31,726 tons.

Moving out of the Pennsy's Morrisville yards, the train carried iron ore in 299 ore cars destined for United States Steel plants in the Pittsburgh area. Ore had arrived by ships.

Head end of the train was powered by three six-axle, six-motor diesel units rated at 8,750 hp. Two-thirds of the way back, 199 cars behind the lead locomotive consist, was a group of five more six-axle diesels with a rating of 14,750 hp., making a total of 23,500 hp. available for the operation. Tying these power packages together was automatic radio control of the five-unit "slave" consist by the lead locomotive unit.

Operating the 30,146-ton, 300-car train on ascending and descending grades and through sags required careful handling. Radio control of the slave consist synchronized both power and braking operations, distributed the drawbar pull in the train to keep drawbar stresses within allowable limits. With the more powerful slave consist two-thirds of the way back in the train the power distribution resulted in the lead consist hauling about 110 cars and the slave consist pushing about 90 cars as well as pulling the 101 cars in back of it.

At Altoona the consist was broken up into three 10,000-ton trains for movement over the heavy grades through the Allegheny Mountains. ●

PERSONALITIES. Retiring after 50 years of service as a New York Central conductor, Harry Tighe of Cleveland had a special group riding with him on his last passenger run from Galion, Ohio, to Cleveland. Aboard were his two sons, a daughter, a daughter-in-law, and 11 grandchildren.

Angry pickets striking against all Canadian railroads rushed to investigate when they heard the familiar clatter and squeal of a train at a Toronto station. A supervisor had played a tape recording of a working engine over the station's public-address system.

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In the short time it takes you to read this page 1,100 accidents will take place. Over 440,000 will occur before this day ends. *These accidents must be investigated.* The law demands it. Yet in 4 out of 5 cities, towns, and rural communities, no one has been trained for this vital work. No wonder the demand right now for trained men far exceeds the supply. Only 15 minutes of spare time study each day in your own home will show you exactly how to investigate accidents for insurance companies, transportation firms and government offices. You need NO previous experience or higher education. And *you can earn while you learn.*

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Although there are excellent benefits available to you if you decide to be a company Accident Investigator, you may prefer to operate *your own* business. This can be done with practically no cost. You can start with your home as your headquarters. And you need only a ball point pen, some stationery and a few record sheets.

We will show you how to rapidly build a highly profitable business. You can even start in your spare time — keep your regular job — and earn two incomes instead of one. More graduates of Universal have their OWN successful Accident Investigation businesses than graduates of any other school.

HERE Is A Big Point For You To Consider

We train and place far more men in the booming Accident Investigation Field than any other individual, company, or school.

And here's the reason: Universal gives you the best training you can get. Then you receive real Employment Help through our outstanding PLACEMENT SERVICE. More than a thousand companies have asked for Universal's monthly lists of graduates. These companies constantly use Universal's lists to help fill splendid job openings everywhere. These are companies having investigation offices from coast-to-coast, in Canada, and overseas. And they need and use tens of thousands of Accident Investigators.

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Here are just a few reports of recent earnings of men we trained: Harold Dale made $4,475.00 in just 6 days, investigating a fire loss! Joe Miller earned $14,175.00 in two months checking hurricane damage. A. L. Davidson is averaging $350.00 a week operating his own investigation firm. Robert Meier says "I'm now earning $7.50 to $15.00 an hour in my own business; Universal's course is wonderful." We send you the actual names and locations of successful Universal School's graduates in every section of the country, in Canada, and overseas.

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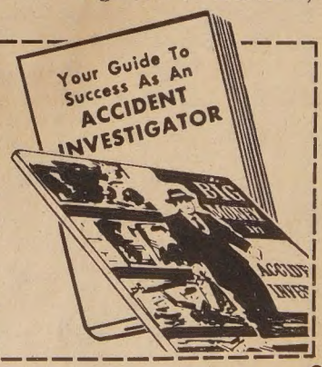

James H. Edmondson was already well known as a Louisville & Nashville passenger conductor and an officer of the Order of Railway Conductors & Brakemen but became even more familiar to the public as a result of the L&N putting his picture on a widely-circulated leaflet entitled "Our business is service . . . let's sell it with courtesy."

A commuter, when asked what he missed most since he'd been living in the country, replied, "The last train home."

"Your magazine's series on *Interesting Railfans* is a great way for readers to become acquainted with people in this field and to learn more about some of those we already know," writes Martin Zak, 2 Hedgerow Dr., Morrisville, Pa. "Who will Freeman Hubbard write up next?"

(Answer: probably Tom Shedd, editor of *Modern Railroads* magazine.)

"I heard they were hiring women at the roundhouse. I went down to get a job," Mrs. Muriel (Mert) Stumpff recalls. That was March 16, 1943. After World War II, when other women railroad workers left their jobs, Mert stayed on, cleaning engines and the roundhouse pit, and later fueling and watering diesels. When she finally resigned a few days ago, she was a 23-year veteran of the Burlington Route. ●

INDIA HEARD FROM. "Before my father retired in 1937 from the Great Indian Peninsula Railway, now Central Railway, I asked him to get me engaged as a fireman," writes S. H. Badshah, Block No. D8B, Central Railway, Ajni, Nagpur, India. (Editor's note: we are printing the gist of Mr. Badshah's letter with some revisions that make it more understandable to our readers.) "My father replied that such posts were reserved for Europeans and Eurasians," our correspondent goes on. "In 1939 I answered an ad for firemen above the age of 18 who could speak English. The selection board, consisting of a division superintendent and two other officials, hired me and a few other native Indians.

"After being found physically fit, I was sent to the Nagpur locomotive shops for nine months' training. Then I went to work on the road, firing for European and Eurasian engineers. In 1942 I was promoted to driver on freight trains. I soon moved up to passenger runs and in 1951 to fast mail trains. Since May, 1962, as senior driver on the Nagpur Division, I have been running the *De Luxe Express*.

"While you are handling the throttle you must regard everything along your route as a potential enemy. For example, a station could be a wall of death, a switch could be dynamite. You must be very cautious. Three times I narrowly averted serious collisions—at Bharatwara, Kalmeshwar, and Majri. Although in each case I had a clear through signal, I was switched onto a passing track occupied by another train but I managed to stop without hitting it, for which the superintendent awarded me a total of 30 rupees.

"Standard power on the Indian Railways includes classes WP/P and WP, both 4-6-2's, and WG, 2-8-2's. The Baldwin Locomotive Works in America built the WP/P engines and began shipping them here in 1947. They suited us very well, except that roller bearings on the big ends of their connecting rods required costly renewals. Later the big ends were converted to the plain bush type and are now working fine. The WP class locomotives, imported from America in 1949, showed further improvements. Canada, Austria, Poland, and other countries built locomotives embodying these improvements, with roller bearings on all driving and carrying wheels. Today at Chittaranjan, India is building WG (2-8-2) type locomotives which haul 1,450 tons of freight satisfactorily at a maximum speed of 45 miles per hour.

"On double-track our railways use the absolute block system, i.e., only one train in a block section at a time; but on single-track lines the driver is given a 'line clear' token or tablet, which assures him that the section ahead is clear. No tablets are used on double-track; the driver must rely on the station staff keeping the block signals working correctly. If something goes wrong, the station staff will declare that the driver entered the section by passing a red signal. The token system should be used on double-track also."

Indian Railways don't use many labor-saving devices, because manpower in that country is cheap. Mr. Badshah's 234-mile run between Itari and Wardha is about the average for Indian passenger service, according to Fritz Lehmann, 3341 N. Park Ave., Philadelphia, Pa. 19140, who is writing an article for us on India's present-day building of steam locomotives. ●

Central Railway of India: two passenger trains, one on a siding, are delayed by the failure of a freight engine on the track ahead, in a single-track territory.

Fritz Lehmann supplied both photos on this page

Engr. S. H. Badshah (see letter on this page), seated in engine cab of the *De Luxe Express*, is shown with his staff: 3 firemen and 3 fitters.

TRAVEL AGENT. "At the time of the airline strike a few months ago," writes Al Franck, Box 171, Richmond Hill, N.Y. 11418, "a group wanted to book air transportation from New York to Washington through our agency. Air service was then down next to nothing, and getting through by phone to make reservations was desperately futile. So I suggested to these people that, since they were located a mere ten minutes or so from Penn Station, they go by train.

"I cited the advantages of arrival right in the heart of Washington, the convenience of meals at a regular table, room for relaxation, and the fact that the time difference between plane and train trip was less than an hour. You'd think, from the response I got,

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Still more profits await you with Mason's amazing Mason-Flex shoe—the one shoe that needs no breaking in. And look for *more* money-makers with Mason's black and brown oxfords as sturdy as they are sleek and good-looking, rugged "all man" work shoes with extra support for men who work on their feet! And they're just the beginning! Your Mason Line includes hundreds of outstanding shoe bargains. No wonder you'll soon be racking up anywhere from $10 to $50 a week in your spare time! Best of all, you never invest a penny—carry no stock—make no deliveries!

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Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 555 E. Lange St., Mundelein, Ill. 60060.

No salesman will call

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that I had suggested they go by covered wagon! We finally booked them an odd-hours flight from Kennedy Airport, an hour's drive from their plant, to Dulles Airport, 35 miles out of Washington.

"This attitude is plain stupid but is widespread. Today's traveler usually prefers airplanes. He is amenable to being sandwiched 3-in-a-row, to being stepped over by anyone who goes to the john from an inside seat, to stepping over others if he himself has a window seat, to having a sleepy character occupying the seat in front of him tilt back into his lap, and to eating in-flight meals with elbows jammed to his sides and the tray jabbing his navel."

MISSOURI PACIFIC officials, interested in saving their 12-mile branch in Texas between Jourdanton and Charlotte, offered to keep it open if unions would scrap existing contracts. Under the old setup one crew operated a 90-mile round trip between San Antonio and Jourdanton Jct.; another handled the 24-mile round trip of the same train beyond to Charlotte. Each received a day's pay. All unions but the Brotherhood of Railroad Trainmen offered to consolidate the districts. What the holdout group got for its pains was abandonment, since the added $16,000 labor bill of operation under existing rules would have meant, as the ICC said, precluding "any hope of profitable operation of the line in the future."

NEW YORK CENTRAL is using the first shipment of Swedish concrete ties ever received by American railroad. The 400 ties, which have a predicted life span of 50 years as opposed to 35 years for standard wooden crossties, are being installed in the new Alfred E. Perlman electronic freight yard at Selkirk, N.Y.

A Swedish tie costs $10. Conventional oak ties cost $5.29 each. However, wood ties require tieplates, anchors, and spikes, which raise the cost. The Swedish price includes all accessories. The Swedish ties are two-block type, with a connecting pipe between each block. The entire unit, 8½ feet long, weighs about 400 pounds. Other concrete ties previously tested in the U.S. form a solid 8½-foot-long block weighing 650 pounds. Wood ties weigh about 250 pounds each. Rail is fastened to the Swedish tie by a clamping system to prevent longitudinal movement and excessive vertical movement.

BRIEFLY SPEAKING. Fast transcontinental freight service has just been put into effect by the Lehigh Valley, Norfolk & Western, and Union Pacific. Trains made up in Jersey City are routed to the West Coast over those 3 roads without stops for yard switching or engine changes but taking on fresh crews every 100 miles.

Canadian National has ordered 35 new diesel locomotives, 16 of which at 3000 hp. will have double the pulling power of CN's older diesels and will replace them on a one-for-two basis. The additional 19 units will generate 2400 hp. each. Montreal Locomotive Works is building two of the 3000-hp. jobs and 19 of the 2400-hp's. The other 14 units, all 3000 hp., are being built at London, Ont., by General Motors Diesel Ltd. Delivery begins early this year.

Santa Fe Railway has completed and placed in service a 2,450-mile microwave system from Chicago to Los Angeles and Bakersfield, Calif., with branches along the way. Besides transmitting data and other written communications, the system offers direct dial-telephone service between points along the road's main east-west line. The Santa Fe was a pioneer in railroad microwave, making its first installation in 1952, in Texas.

C&O-B&O's latest passenger timetable is uncommonly attractive; includes clever cartoons with such captions as "Trains are fun! Current-release movies at no extra cost!" and "Eat-at-your-seat meals for less than $1 in C&O-B&O's revolutionary new food-bar coaches on many trains."

SIX old railway coaches have been converted to a mountain health center for children at Domodossola, Italy, high in the Alps near the Swiss frontier. Those coaches were about to be scrapped at Castelfranco Veneto, hundreds of miles away. Father Michelangelo, a bushy-bearded, brown-robed friar, asked the Transport Ministry if he could have them to provide a much-needed vacation spot for boys and girls. The Ministry turned the cars over to him for a rent of six lire (one cent) a year, but he had to make his own arrangements for getting them up to Domodossola.

"Indeed," said the friar, "that was the most difficult part. It cost us $1,200. Even so, it looked like an impossible venture to drag the heavy coaches over the mountains and through narrow passes."

But the friar believed that faith could move mountains. And he says it did. Donors gave the money to cover the cost. The old cars made their last trip on rails across northern Italy and up the Simplon line to within 12 miles of the high valley where Father Michelangelo wanted them. They were hauled by tractor the rest of the distance. Volunteer workmen and mountaineers cut down trees and blasted a way for them through rocks. Children are housed in the obsolete railway equipment on a rotation basis for a month at a time.

BOOMER-TRAMP. "When I was in my late teens," recalls Bob Bruhin, Rte. 2, Ada, Okla. 78420, "I tramped around the country riding freights and quite a few 'blinds', looking for telegraph jobs. That was back in the cinder days, when the tallowpot heaved black diamonds into the firebox. You could tell a fireman from an engineer because the former usually lugged his scoop home with him after a run. Maybe that's why I became a lightning slinger—nothing to tote home except a 'bug' to send with. My father was a brakeman who carried a brake club for years.

"In 1923, at age 17, I worked as telegraph operator at the Hillsboro Yard office of the Missouri-Kansas-Texas at Hillsboro, Texas. This was a pretty hot job for a young fellow. I had two dispatchers to work with, besides checking the yard after each train had set out and picked up cars."

Today the Katy depot at Hillsboro is almost deserted. Its iron and wood slat seats are empty; the paint on its walls is blistered and peeling under the pitiless Texas sun. But there still is life in the antique building, if you listen hard enough, you still may hear the dot-dash clicks of the telegraph key and the sounds much as it was when the Katy laid tracks to Hillsboro in 1869. W. E. Bradford, station agent there has sent millions of dots and dashes along the wires since he became an operator in 1917.

The Katy still uses the telegraph but most of its communications today are handled by radio and telephone. Bradford is 69 but is not thinking of retirement yet. He uses a "bug," a key which operates sideways at a much faster rate than the classic old sender.

Still, he can click out code at a fast clip. As a brass-pounder, he is one of a vanishing breed of men whose once hectic occupation has slowed to an often lonely pace.

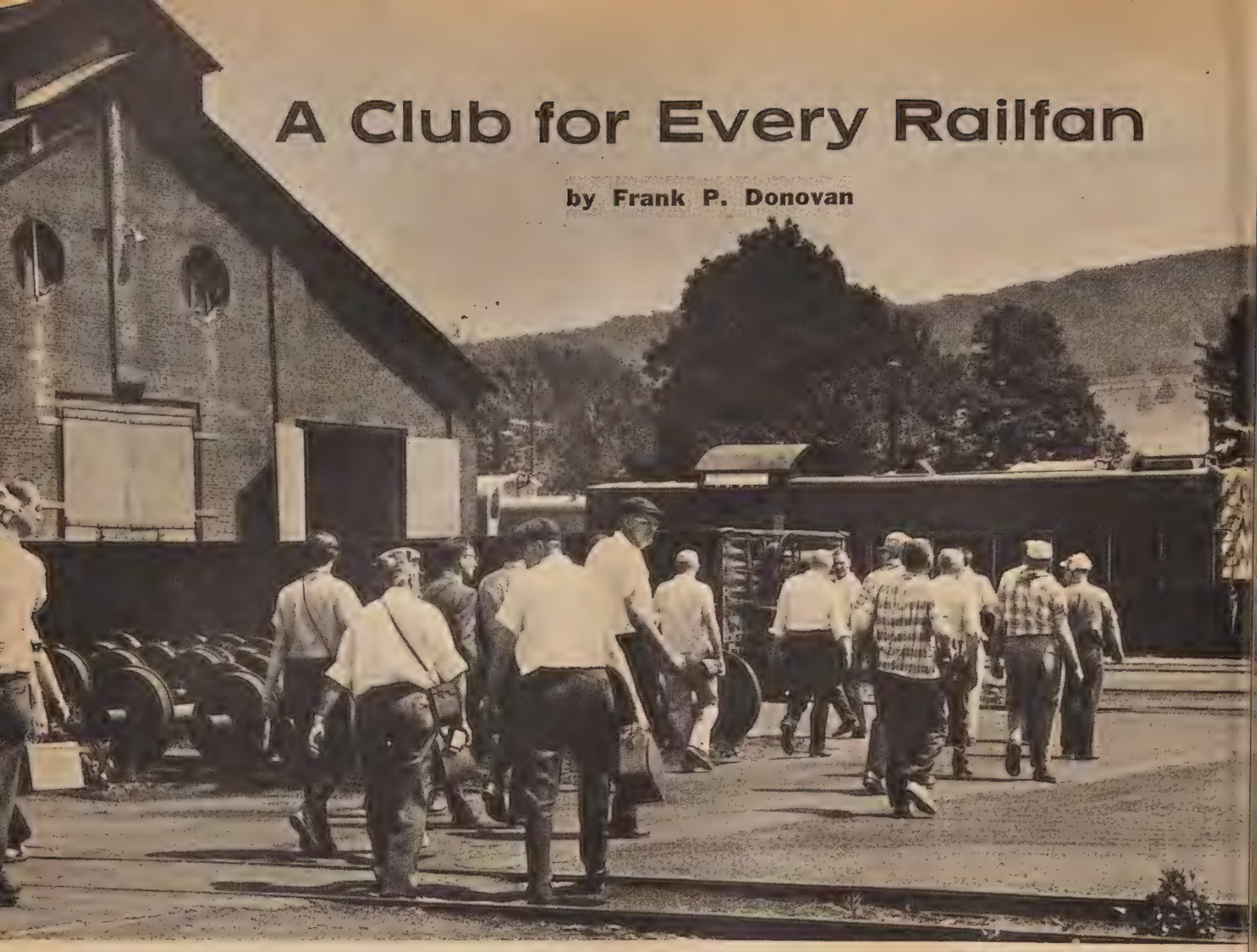
Two years ago the once-busy passenger window of the Hillsboro depot was shut. A bird has built a nest in the broken pane of a formerly ornate gable window. The high-ceilinged office is usually quiet.

"When I went to work for the railroad in 1911," he said, "my job paid $5 a month and I realized $4.75 out of it, minus 25 cents for hospitalization. I was an apprentice at Pilot Point then. We got paid every 23rd of the month. The pay-car—one engine and one car—would come through on that date."

Our thanks to ex-boomer-tramp Bob Bruhin for sending us the foregoing information. We'll be looking for his next letter.

A Club for Every Railfan

by Frank P. Donovan



Hot summer day at Oneonta, N.Y.: members of National Railway Historical Society tour Delaware & Hudson shops and yards.
John J. Young, Jr., 17 Cypress St., Binghamton, N.Y.

ABOUT 47 years ago a few young residents of Massachusetts, headed by Charles E. Fisher, became concerned with the need to collect and preserve material on the history and lore of railroads, especially steam engines, in this country. They may not have been the first ones to realize this need but were the first to do something about it collectively. Meeting at Newton Centre in 1921, they founded The Railway & Locomotive Historical Society, which is today the oldest and most widely respected group seriously devoted to North American railroadiana.

Currently there are well over 100 somewhat similar groups, or chapters of the same, in the United States and Canada. (This does not include model railway clubs, which also have a vast following.) Of course, you don't have to join a club to be an active railfan. Not everybody is a "joiner." Many an ardent reader of *Railroad Magazine* and *Trains* is a lone wolf, pursuing his hobby as an individualist. On the other hand, plenty of hobbyists belong not merely to one railfan club but to several. Art Knowles, the assistant editor of *Railroad,* holds membership in more than a dozen such groups and is proud of it.

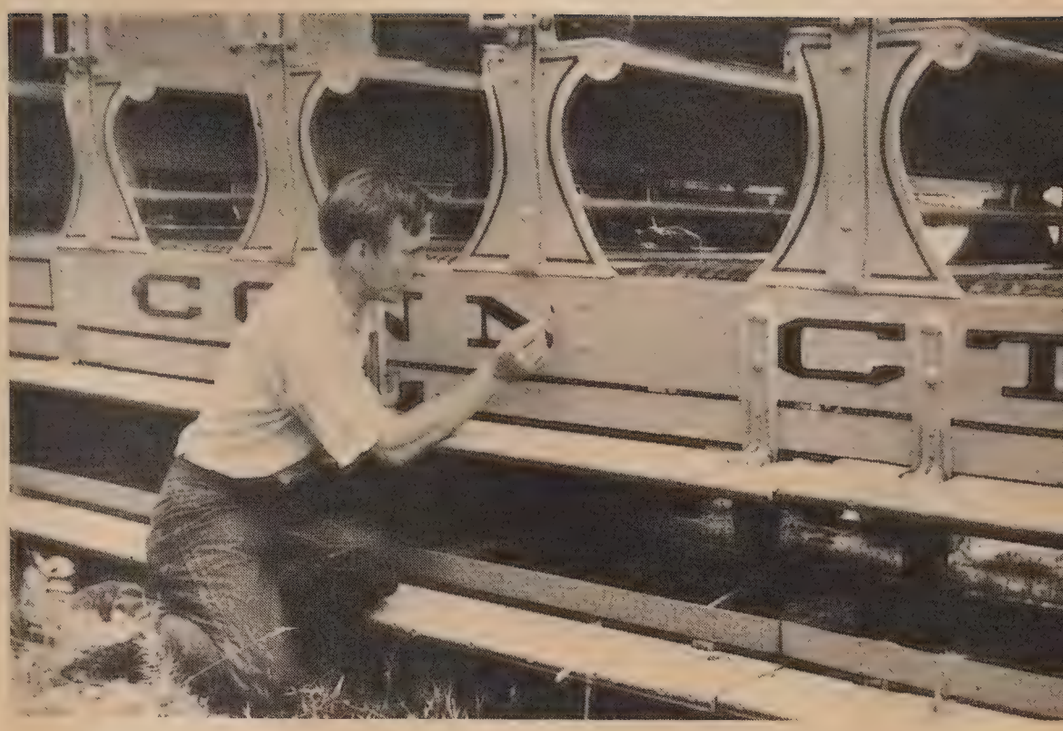
Specifically, why is it desirable to align yourself with organized railfans? Well, it brings you in friendly contact, either face to face or by correspondence, with like-minded enthusiasts. As a club member you find it easier to swap pictures, barter or sell railroadiana, or just exchange information and experiences. Most clubs schedule rail trips, where fans and their families and friends can fellowship together. Nearly all such clubs hold meetings, many of them monthly; some sponsor fantrips.

The more you specialize, the greater your need for association with your fellow hobbyists and the more they need you. If you are most interested in the history of little-known railways and their equipment, or the pedigree of steam locomotives, R&LHS is the society for you. Maybe you prefer trolleys. Okay, get in touch with the Electric Railroaders' Association or one of the other "juicefan" groups you'll find described in these pages. They will welcome you.

Fond of trips? Each issue of *Railroad* and *Trains* carries details of coming events. You should read both magazines regularly. However, their lists are incomplete, for two reasons: (1) some trip chairmen fail to supply advance information to the editors and (2) plans for certain fantrips are not finalized in time to meet magazine deadlines. One way of getting around those obstacles is to join the National Railway Historical Society, the largest of all railfan groups, which at least will keep you posted on its own excursions. Some clubs charge lower rates to their members.

Do you have a yen for railroad museums, especially the operating kind? Keep on reading, brother; this feature will point them out to you.

By joining a fan club you help other enthusiasts to work together for common goals. Sometimes a membership card gives you certain privileges and courtesies from the railroad that you couldn't get otherwise—but not always. It depends upon circumstances. More than



Fred Bennett reletters newly-overhauled 15-bench open car 14 at Branford operating trolley museum.

one railroad company has turned against fans because a couple of members have abused those privileges by stealing railroad property for "souvenirs."

Practically all clubs in this field issue a newsletter, magazine, or bulletin, whether printed or mimeographed, that supplies information which is hard to get elsewhere. Even though you read *Railroad Magazine, Trains* and the two leading periodicals of the industry, *Railway Age* and *Modern Railroads,* you could still miss a lot of local, regional, historic, and operating data such as you find in the club publications.

Apart from periodicals, some clubs issue special brochures, booklets, and even books. Such works are usually too detailed or limited in scope to be put out by commercial publishers. So if it weren't for railfan groups, hundreds of valuable contributions to rail history and motive power development would never be printed or distributed.

Also, you may meet, through the club of your choice, certain fans who have a phenomenal amount of data on certain aspects of railroading or some who are uncommonly well posted on many phases. There's a club for every railfan. Look 'em over, take your pick, and sign up!

When you do sign up, you'll be joining a democratic organization. No one asks your religion, color, politics, national origin, or social standing. Ministers mix with plumbers, shopkeepers with painters, clerks with lawyers and surgeons. For the most part, however, a railfan club is a man's domain. Women are generally invited to meetings, always to excursions, and may even become members. Some hold offices as secretary or treasurer and do a capable job. But for every female member you'll probably find 99 males. Some clubs have minimum age requirements; others accept junior memberships.

The following list is arranged geographically. Names of clubs are set in all capitals. Names of chapters or divisions are set in capitals and lower case, followed by the initials of the parent organization such as R&LHS (Railways & Locomotive Historical Society); NRHS (National Railway Historical Society); and RRE (Railroad Enthusiasts).

Alabama

Alabama Gulf Chapter, NRHS, Mobile, 20 members, meets 2nd Monday in homes. Sec. is R. Dan Moss, 405 Byron Ave., Mobile, Ala. 36609.

Heart of Dixie Chapter, NRHS, 90 members, meets 3rd Friday 7:30 p.m. in downtown YMCA, Birmingham. Sec. is John C. Burg, 1807 Mayfair Dr., Birmingham, Ala. 35209.

Muscle Shoals Chapter, NRHS, meets regularly in Muscle Shoals area. Pres. is Jack Daniel, P.O. Box 47, Tuscumbia, Ala. 35674.

Engine No. 17 of Puget Sound Railway Historical Association is being used to help unload an O-4-0T, No. 1 (Davenport, 1926). Scene is museum site, Snoqualmie, Wash., 25 miles east of Seattle. Members volunteer their services when there are jobs to be done.

Trolley from Johnstown, Pa., in perfect operating condition and smartly painted, is one of Branford's prize possessions.
Harry Adams, 139 Everit St., New Haven, Conn.

Alaska

ALASKA-YUKON RR. HISTORICAL SOCIETY, organized in 1964, 30 members. Owns Yakutat & Southern No. 2, standard-gage 2-6-2. Specializes in Alaskan rail history, runs occasional fantrips. Will aid in Alaska's Centennial by running steam train between airport and Anchorage, about 5 miles. Dues, $5 a year. Gen. mgr. is Wm. Thompson, 1200 L St., 109, Anchorage, Alaska 99501.

Arizona

Arizona Chapter, NRHS, meets 4th Friday 8 p.m. at 2010 N. 38th St., Phoenix. Sec. is Fred Kuhl, 3010 N. 16th Ave., Phoenix, Ariz. 85015. Has 25 members.

Old Pueblo Chapter, NRHS, meets 3rd Monday 7:30 p.m. in Ariz. Pioneers Historical Soc. auditorium, Tucson. Sec. is Robt. J. Pfister, 1019 E. Water St., Tucson, Ariz. 85719.

California

CALIFORNIA RY. HISTORICAL SOCIETY, 15 members, is outgrowth of Golden State Transp. Historical Soc., founded in 1938. No dues. Membership by invitation only. CRHS is an educational group, sponsors exhibitions of pix and artifacts of Pacific Coast railroads, streetcars, ferries, etc. Pres. is H. W. Demoro, 3040 Jordan Rd., Oakland, Calif. 94602.

CALIFORNIA SOUTHERN RY. MUSEUM, INC., was originally Mt. Rubidoux Chapter of Pacific Ry. Soc. but became independent in 1964. Among its 119 members are many railroaders. Dues, $3 a year. Club owns private car *Mount Rubidoux* and 0-6-0T Davenport loco; has book and film library; issues mimeographed monthly publication; is best known for its beautiful illustrated rail calendars, sold all over U.S. Meets monthly in San Bernardino area, Pres. is Darrell F. Kendall. Membership chairman is Bernard Root, 180 J St., San Bernardino, Calif. 92410.

CENTRAL COAST RY. CLUB, 100 members, organized in 1954, meets monthly in San Jose, sponsors occasional rail trips. Dues, $2 a year, includes subscription to printed magazine *Ferroequinologist*, Owns SP pass. car of 1910 vintage. Pres. is Harry Shoope, P. O. Box 1714, San Jose, Calif. 95109.

ELECTRIC RY. HISTORICAL ASSN. OF SOUTHERN CALIF., 63 members, formerly Southern Calif. Div. of ERA, reorganized under present name in 1959, meets monthly in L.A.; issues *Timepoints*, which covers both national and local elec. ry. news. Owns 3 operating ex-L.A. Ry. cars at Orange Empire Trolley Museum in Perris. Dues, $2 a year. Pres. is Chas. E. Ditlefsen. Membership chairman is David G. Cameron, 936 S. Genesee St., Los Angeles, Calif. 90036.

MORSE TELEGRAPH CLUB, INC., with half its members rails or ex-rails, is not strictly a fan organization. Formed in 1942 to "foster and perpetuate traditions of telegraph profession, keep alive memories of clicking sounders." Has 70 chapters. Headquarters in L.A. County. Any active or retired "lightning slinger" may join. Dues $2 a year. Issues bi-monthly *Dots and Dashes*. Pres. is O. Hugh Braese, 1656 N. Vagedes Ave., Fresno, Calif. 93705.

ORANGE EMPIRE TROLLEY MUSEUM at Perris, 500 members, has 62 items of rolling stock: streetcars, interurbans, etc., especially from U.S. West Coast but also Vancouver, B.C., and Dublin, Ireland. Has ¾ mile of operating track, to be extended. Open to public every day. Dues, $10 (regular), $2 (associate). Issues monthly *Traction Gazette*. E. J. Von Nordeck heads Museum, but write Public Relations Dept., P.O. Box 548, Perris, Calif. 92370.

Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

E. Jay Quinby (extreme left) laid the cornerstone for Sprague Memorial Library and Museum of the Branford Electric Railway Association on July 17, 1957.

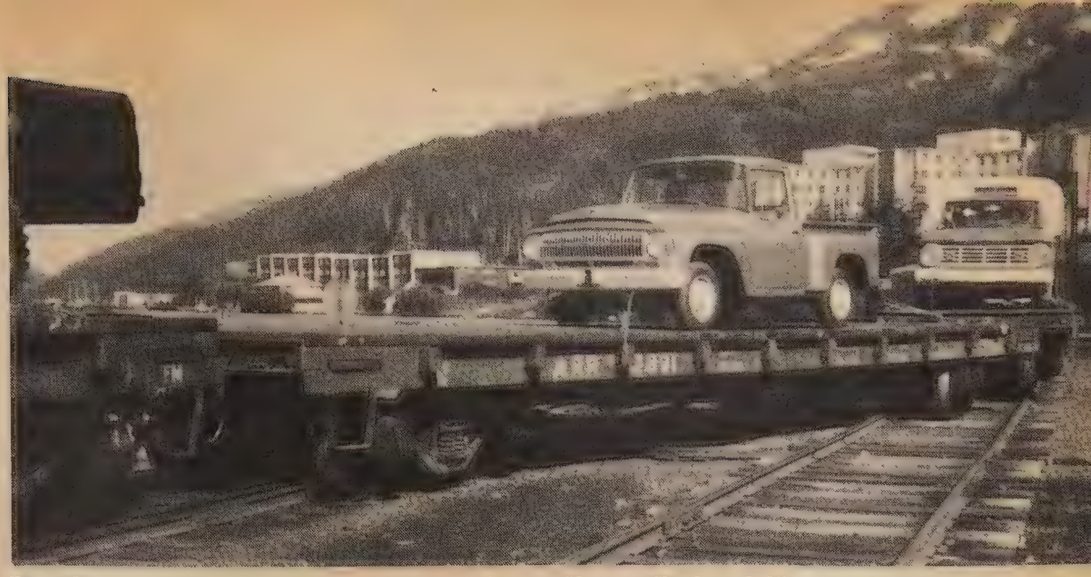
ON THIS SITE WILL RISE
THE
SPRAGUE MEMORIAL LIBRARY AND MUSEUM
OF THE
BRANFORD ELECTRIC RAILWAY ASS'N
Corner-stone set July 27, 1957 Celebrating the 100th Anniversary
OF THE BIRTH OF
FRANK JULIAN SPRAGUE
THE FATHER OF ELECTRIC TRACTION
COMPLETION SCHEDULED 1958
E.J QUINBY, President GEORGE J.M. KUHN, Chairman

PACIFIC RR. SOCIETY, INC., 400 members, outgrowth of Chicago group called Railroad Boosters, organized in early 1930's. RB leaders Wayne and Ralph Melching moved to L.A. in 1932, started active group there, issued *Newsletter* with Roy Fleming as editor. Later Howard Eichstaedt gave the paper its present name, *Wheel Clicks*. In 1949 Booster Club was renamed Pac. RR. Soc. Has run 150-plus excursions in southern Calif., nearby states, even Mexico. Meets monthly except Dec. and April Owns L.A. Transit streetcar at Perris museum and L.A. Ry. funeral trolley at Summit, Calif., in Cajon Pass. Dues, $4 a year. Pres. is N. L. Curtis. Membership chairman is Owen Knapp, P.O. Box 5279, Los Angeles, Calif. 90055.

Pacific Coast Chapter, R&LHS, 365 members, organized in 1937. Fosters local and long-distance trips; in one year had 17 trips, covering 10,000 miles, almost 4,000 participants. Published 80-page book, *Central American Holiday*, by Gerald M. Best and Al Roy. Owns 3 V&T locos, 2 n.g. Nevada Central engines, other locos, streetcars, etc., including 2 coaches and open-end obs. car often used on fantrips. Dues, $10 a year, of which $5 goes to national R&LHS.

Members get free the *Chapter News* and *Western Railroader*. Meets 4th Friday 8 p.m. in Clift Hotel, San Francisco. Fred A. Stindt heads chapter. Treas. is Don Thrall, 610 Arlington Ave., Berkeley, Calif.

Southern Calif. Chapter, R&LHS, 120 members, sponsors trips but is best known for collection of locos, incl. UP Big Boy and 4-12-2, SP 4-10-2, ATSF 4-6-4, Climax, etc. Formed in 1953, largely thru efforts of Norman Clark, Donald Duke, Walter Thrall and Alvin Fickewirth. Dues, $10 a year, incl. $5 for national R&LHS. Meets 3rd Tuesday (except in July, Aug., Dec.) 8 p.m. in Greater L.A. Issues monthly organ, *Observation Platform*. Membership chairman is R.W. Kubach, 5080 Highland View Ave., Los Angeles, Calif.



Derailment of mixed train on fantrip, Alaska-Yukon Railroad Historical Society.

Colorado

ROCKY MOUNTAIN RR. CLUB, INC., Box 2391, Denver, Colo. 80201, open to anyone over 18. Runs about 5 steam trips a year, sends out excursion announcements, prepares illustrated folders and booklets for info. of passengers. Published 4 large books: *Denver, South Park & Pacific*, by M.C. Poor (now out of print, sells at very high price); *Pictoricial Supplement to DSP&P*, by Richard H. Kindig, E.J. Halsey. M.C. Poor; and *Colorado Midland* and *Rails Around Gold Hill*, both by Morris Cafky, all reviewed in *Railroad Magazine*. Dues, $3 a year for Colo. residents, $2 for all others. Initiation fee, $1. Publishes annual membership roster; also newsletter, *Rocky Mt. Rail Report*, edited by Ted S. McKee. Meets 2nd Wednesday 8 p.m. at 177 17th St., Denver. First meeting April 13, 1938. First fantrip Aug. 27, 1939, up Pike's Peak. Owns n.g. Florence & Cripple Creek 4-6-0 No. 20, n.g. private car, n.g. caboose, st.-gage Birney, st.-gage D&IM elec. interurban car 25, all on display at Colo. RR. Museum near Golden.

Intermountain Chapter, NRHS, 150 members, meets 1st Friday in Oxford Hotel, Denver. No meetings July or Aug. Sec. is G.C. McKeever, 3611 Newton St., Denver, Colo. 80211.

Connecticut

BRANFORD ELECTRIC RAILWAY ASSN., has more than 10 acres of land stretching along East Haven River and Long Island Sound between East Haven Green and Short Beach. Track complete with overhead wiring, switches, sidings. yard, trestles over two rivers, etc., acquired in 1947. Original Branford Electric Ry. was built in 1902.

Owns 80 cars: wide variety of st. ry., interurban, rapid transit cars, horsecars, cable cars, 3rd rail and conduit types, domestic and foreign. Many in operating condition; others being restored. Two-mile track (last ½-mile under reconstruction), all priv. right-of-way, between Sprague Museum at East Haven Green, Conn., and Short Beach.

Museum is masonry and brick bldg. in form of interurban trolley depot. Adjoining is rotery converter substation which supplies power. One station sells souvenirs, refreshments, near car barns, shops, yards,

Two views of Branford Electric Railway: (Left) Trolley pole fell on former private car of Connecticut Company, resting on wire, but there were no casualties. (Right) Fans stretch their legs at end of the line on same day, last October 30th.

Stephen D. Maguire

Arthur T. Knowles

When Conn. Elec. Ry. Assn. moved 5 cars to its Warehouse Point museum, one had to negotiate this angular "curve" on a temporary track.

Connecticut Railroad Historical Association hopes to convert this New Haven Railroad depot at Canaan, Conn., to a museum. It is said to be the oldest building designed as a station, still used as one.
Photo from The Newtown Bee

not far from picnic grove with tables, etc.

Operation June thru Nov., various days. No Dec. thru March operation except by special arrangement. Operating qualifications fee for members, $5. Dues range from $12 to $3. Meetings 2nd Sat. 8 p.m. in Sprague Museum. Pres. is Edw. B. Watson; hon. pres. and founder E. Jay Quinby. Corres. sec. is Richard Fletcher, P.O. Box 457, Short Beach, Conn.

CONNECTICUT ELECTRIC RY. ASSN., INC., 300 members, operates Trolley Museum at Warehouse Point, about midway between Springfield and Hartford. This group issues *Connecticut Electric Ry. News* 3 times a year. Has library, sells 12-page brochures. Chairman of operating organization is F. Raymond Gale, 48 Boswell Rd., West Hartford, Conn. Has 1½ miles of track. Although specializing in trolley operation, Asso. also runs steampowered trains each Sat. all summer. Owns 35 trolleys, 2 0-4-0T locos, a Climax, 2 open-platform coaches, caboose, etc. Museum located on Rte. 140 (North Rd.), East Windsor. Write to P.O. Box 436, Warehouse Point, Conn.

CONNECTICUT RR. HISTORICAL ASSN., incorporated in 1964, 140 members, hopes to buy classic 96-yr.-old Canaan depot and turn it into ry. museum and library. Meets monthly, showing rail films, etc. Dues, $5; associate, $2.50; family, $7.50. Headed by Truman P. Crowell. Sec. is Harriet Pulver, 18 Belleview Ave., Torrington, Conn. 06790.

NEW HAVEN RR. TECHNICAL INFO. ASSN., 94 members, founded in 1961 to collect NYNH&H data, pix, blueprints. Issues quarterly bulletin. Will soon publish New Haven passenger-car diagram book. Dues, $3, plus small initiation fee. Query Paul B. Boivin, Jr., 319 S. Orange Ave., Livingston, N.J. 07039.

Connecticut Valley Chapter, NRHS, 40 members, meets bi-monthly (odd mos.) last Friday 8 p.m. in Connecticut. Elec Ry. Museum, Warehouse Point. Sec. is Roger K. Steele, 845 Savage St., Rte. 1, Southington, Conn. 06489.

Hartford Chapter, NRHS, 15 members, meets last Fri. in members' homes in Hartford and vicinity. Sec. Thos. J. McNamara, 73 Mark St., Forestville, Conn. 06011.

Hartford Division, RRE, holds regular meetings, sponsors trips. Sec.-treas. is Jos. B. Stamp, 38 Roberts Lane, West Hartford, Conn. 06107.

Western Connecticut Chapter, NRHS, 18 members, meets 4th Monday 8 p.m. in St. Johns Episcopal Church, Stamford. Sec. is David D. Squires, 49 Bayview Ave., South Norwalk, Conn. 06854.

District of Columbia

Washington Chapter NRHS, 175 members, meets 3rd Friday 8 p.m. in Govt. Emp. Ins. Bldg., Vermont and K Sts., N.W. Washington, D.C. Sec. is Hubert S. King, 4907 S. 30th St., Arlington, Va., 22206.

Florida

MIAMI RAILROAD HISTORICAL ASSO., INC., 125 members, operates Gold Coast RR., has *Steam 'N' Steel*, monthly bulletin. Dues, $10. Open to all persons over 17. Sec.-treas. is Mrs. Lois Beekman, 811 S.W. 6th St., Fort Lauderdale, Fla. 33315. Besides steam runs, it owns mobile museum on wheels with railroadiana and old 142.5-ton car *Ferdinand Magellan*, used by Presidents F.D.R., Truman, Eisenhower. After 9 years, 8 months of Sunday afternoon operation on South Campus of University of Miami, Society moved its Gold Coast Railroad to Fort Lauderdale last Nov. 13th. Steam loco 153 pulled Museum train of 9 cars, incl. *Magellan*, over SAL tracks to new home at Port Everglades.

Miami Chapter, NRHS, 15 members, meets 1st Wednesday 7 p.m. at 1400 N.W. 36th St., Miami. Contact Robt. M. Laughlin, 711 S.W. 73rd Ave., Miami, Fla. 33144.

Palm Beach Chapter, NRHS, 8 members has irregular meetings, various locales. Write Edward Chaifetz, 929 Andrews Rd., West Palm Beach, Fla. 33405.

Georgia

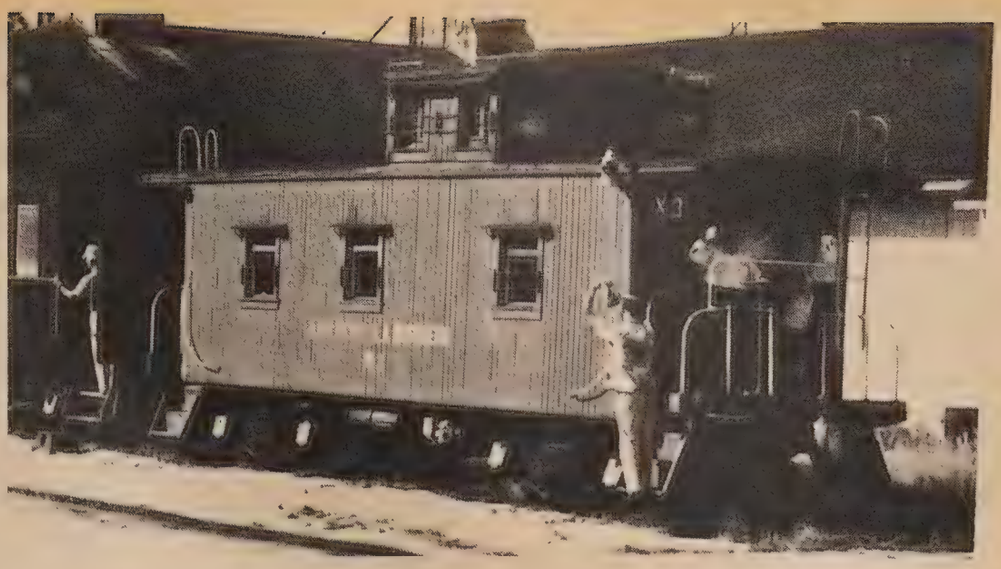
Atlanta Chapter, NRHS, 150 members, meets 3rd Friday 7:30 p.m. at 848 Peachtree St., N.E. Sec. is James D. Cannon, 1460 Peachtree St., N.W., Atlanta, Ga., 30309. Owns several locos and cars which will be displayed at future museum site.

Illinois

CENTRAL ELECTRIC RAILFANS' ASSN. 1,700 members is to juice fans what R&LHS is to steam buffs, namely an organization issuing authentic and well-researched publications. CERA began in 1938 as the result of a fantrip over the about-to-be-abandoned Gary (Ind.) Railways. Since the Gary junket more than 100 special inspection trips have been operated on Midwest electric lines and as far afield as Dallas, Texas, and Washington, D.C. Issued over 125 bulletins on electric railways. Among the current publications are *Electric Rys. of Northeastern Ohio* and *Interurban to Milwaukee*. Dues, $6, incl. annual booklet formerly called *Trolley Sparks*. Meets 10 times a year in Chicago; sponsors trips. Pres. is Jos. M. Canfield. Registration director is Robt. Lindgren, P.O. Box 503, Chicago, Ill. 60690.

ELECTRIC RY. HISTORICAL SOC., 6 members, founded in 1952 "to acquire and preserve streetcars from Chicago and vicinity." Owns 9 trolleys from "Chicagoland," currently stored. Sells *Bulletins* to finance streetcar restoration. No dues. Contact Bob Gibson, P.O. Box 3305, Chicago, Ill. 60654.

ILLINI RR. CLUB is active in promoting fantrips for its 650 members. Owns 10-section obs. car with open platform and 3 ex-Illinois Terminal interurbans. Dues $1. Occasional publications issued. Pres.



ex-Apalachicola Northern caboose of Gold Coast Railroad
Photo by James La Vake

is M.H. Klebolt. Sec. is Ed Wojtas, P.O. Box 62, Champaign, Ill.

THE LEXINGTON GROUP, Evanston, about 300 members, is not a fan unit as such but has some scholarly buffs in its membership. Founded by Dr. Richard C. Overton and others in Lexington, Ky., it is composed of students interested in historical, economic and social aspects of railroading. Most members are professors. Among the members are John W. Barriger, Donald Duke, and Al Kalmbach, all featured in *Railroad Magazine's* series of *Interesting Railfans*. Membership by invitation or recommendation. No dues, but $1 defrays mailing costs. Meets once or twice a year, usually in conjunction with Organization of American Historians. Has yearly (or oftener) newsletter describing current articles, books, etc., on aspects of rail industry. Sec. is Howard F. Bennett, School of Business, Northwestern University Evanston, Ill. 60201.

NORTHWEST RAIL FAN ASSN. has members scattered "all over the world"; they try to get together once a year. Write P. Urban, 4745 Forestview Dr., Northbrook, Ill., 60062, for the date of the annual meeting.

RAILROAD CLUB OF CHICAGO, INC., 75 members, holds regular meetings which show slides or movies. Occasional fantrips. Monthly publication. Founded in late 1930's and reorganized after World War II by Walter Krawiec, Jim Konas and Don Kotz. Chairman is Jim Neubauer. Write Don Kotz, 530 61st St., Kenosha, Wis. 53140.

Chicago Chapter, R&LHS meets 2nd Fri. 7:30 p.m. in room 1848, Field Bldg., 120 W. Adams St., Chicago. Sec. is Owen Davies, 1214 N. LaSalle St., Chicago, Ill. 60610.

Indiana

NICKEL PLATE ROAD HISTORICAL & TECHNICAL SOC., recently organized. Tentative dues, $3 a year. Plans to issue newsletter. Membership of over 50 fans interested in data and diagrams of NKP locos, cars, history of road, (now part of N&W). Write J. Anthony Koester, 110 Knight's Trailer Court, West Lafayette, Indiana 47905, in regard to this society.

RAILFANS OF INDIANAPOLIS is small informal group formed in late 1930's. Holds quarterly meetings, showing slides, roundtable discussions. Many members are old Indiana R.R. buffs. Dues, $3 a year. Pres. is Paul D. Moffett. Sec. is Robt. M. McCord, 1212 Nicholas Rd., Indianapolis, Ind. 46220.

Indianapolis Chapter, NRHS, 25 members, meets monthly at various locations. Sec. is Ken M. Woods, 3145 Boyd Dr., Indianapolis, Ind. 46227.

Iowa

Iowa Chapter, NRHS, 150 members, meets irregularly at various points. Sec. is Mrs. Marjorie Riley, 405 S. Sheridan Ave., Ottumwa, Ia. 52501. Membership: 150.. Runs fantrips and issues monthly publication, *Switch Lamp*.

Kansas

SMOKY HILL RY. & HISTORICAL SOC., INC., 45 members, has an ex-Frisco "Russian Decapod" spotted just north of old ATSF depot at Ottawa. Members are making one room of station into railroad museum. Society founded in 1964 by Pres. Fred W. Schmidt and others. Dues $5. Newsletter issued now and then. Sec.-treas. is Harry B. Herzer, P.O. Box 124, Shawnee Mission, Kan. 66201.

Topeka Chapter, NRHS, 40 members, meets 3rd Friday 7:30 p.m. in Santa Fe passenger station, Topeka. Sec. is G. Steve Patterson, 721 Polk St., Apt. 27, Topeka, Kan. 66603. Plans trips.

Wichita Chapter, NRHS, 48 members meets 3rd Friday 8 p.m. in room 207, Union Station, Wichita. Sec. is R.S. Cotton, 209 S. Minnesota St., Wichita, Kan. 67211.

Kentucky

Louisville Chapter, NRHS, 48 members, meets 1st Friday, odd months, 8 p.m. in assembly room of L&N Gen. Office Bldg. Sec. is R.T. Smart, 116 Gibson Rd., Louisville, Ky. 40207.

Owensburg Chapter, NRHS, 12 members, meets 2nd Sat. of odd-numbered months in members' homes. Sec. is Donald F. Gregory, 712 Suffolk Dr., Owensboro, Ky. 43201.

Louisiana

Hammond chapter of NRHS.

Maine

SEASHORE ELECTRIC RY., Kennebunkport. (See New England Elec. Ry. Historical Soc. under "New Hampshire.")

Downeast Division RRE, in Brunswick, is headed by Robt. C. Baker, RFD 2, Box 243, Brunswick, Me. Has meetings; is in-

Gold Coast Railroad moved recently to a new Florida location. This Pacific, No. 153, hauled 9 cars to Port Everglades.

terested in fantrips in this state, which has only seasonal passenger train.

Portland Division, RRE, ("The 470 Club") holds meetings; runs occasional trips. Sec.-treas. is J. Emmons Lancaster, P.O. Box 641, Portland, Me.

Maryland

LAUREL RAILROAD CLUB, 6 members, is mostly concerned with model-making; has rail library, other railroadiana. No dues. Query Ted Selke, 605 Caroll Ave., Laurel, Md. 20810.

Baltimore Chapter, NRHS, 135 members, meets 2nd Monday 8 p.m. in Baltimore Life Ins. Co. auditorium. Sec. is J. Alan Crumbaker, 1135 Evans Way, Baltimore, Md., 21205.

Massachusetts

BOSTON STREET RAILWAY, ASSN., INC., 95 members, is mainly interested in local trolleys; owns car 5706 in Branford Trolley Museum. Sells booklets about Boston's streetcar lines; runs fantrips. Started in 1959. Monthly periodical *Rollsign,* comes with $2.50 dues. Pres. is Wm. J. Grimes. For details contact Roger Jenkins, P.O. Box 102, Cambridge, Mass. 02138.

THE RAILROAD ENTHUSIASTS, INC., 900 members, is a Massachusetts corporation. Organized in 1935 by Horace W. Pontin (who was 1st pres.) Geo. P. Becker, Carlton Parker, the late Walter R. Fogg, etc. Very active in sponsoring excursions. First railfan trip in U.S. was under its aegis, Aug. 24, 1934, special train over 25-mile Hoosac Tunnel & Wilmington, pulled by 1892 Brooks 4-6-0. Membership open to "any person of good character over 16." Dues not stated. Issues magazine twice a year. Divisions in Conn., Maine, Mass., and New York. Annual meeting the first Sat. in Oct. in Mass. Spring get-together with a trip. Jack Middleton, III, heads the club. Mrs. Jerome W. Atherton, P.O. Box 133, West Townsend, Mass. 01474, is national secretary.

THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY, INC., 1800 members, is oldest railfan club in U.S., founded in 1921. Then, as now, Charles E. Fisher heads it. Among other "founding fathers" were Roy W. Carlson, Arthur Curran, and Warren Jacobs, the last two being deceased. From the start R&LHS published its well-known *Bulletin.* Over 50 libraries get this publication; many back numbers bring premium prices. Indeed, a complete file is almost as rare as that of *Railroad Magazine,* which goes back to 1906. R&LHS specializes in rail history, especially motive power and steam rosters. Now and then the Society issues special *Bulletins,* such as Reading and Santa Fe, rosters, individual rail histories, and book titled *The Railroad in Literature.* These soon became prized collector's items.

R&LHS was among the earliest groups to collect railroad artifacts which for many years were preserved at Harvard University. Museum is now at Edaville Railroad's headquarters in South Carver. The Society, however, still has its historic address at Baker Library, Harvard Business School, Boston, Mass. 02163. Chapters in New York, Chicago, San Francisco, and Los Angeles. Members receive two illustrated *Bulletins* a year. Each usually runs to almost 100 pages, and their reference value is enhanced by a section called "Worth Reading," current bibliography of books and periodical articles on railroading compiled by Elizabeth O. Cullen, famous librarian. Annual membership, $5; contributing $10; and life, $100. Financial sec. is Howard F. Greene, 15 Angier Circle, Auburndale, Mass. 02166.

Savannah & Atlantic's 750, a Pacific type, ran under her own power from Savannah to Atlanta, Ga., where Atlanta Chapter of NRHS accepted her as a gift.
Elmer Braswell, Jr., 1581 Melrose Drive, S.W., Atlanta, Ga.

Boston Chapter, NRHS, 70 members, meets 2nd Friday 8 p.m. in Railroad YMCA, South Station, Boston. Sec. is Lawson K Hill, 103 Moffat Rd., Waban, Mass. 02168.

Cape Cod Chapter, NRHS, 25 members, meets 3rd Monday 8 p.m. in Hyannis Inn Hotel, Hyannis. Sec. is Bradley Parker, Terrace Gardens, Centerville, Mass. 02632.

New England Division, RRE, meets in Boston; runs occasional trips. Sec. is Albert E. Weston, Old Bay Rd., Bolton, Mass. 01740. Issues mimeographed *Callboy.*

Michigan

MICHIGAN RAILROAD CLUB, 475 members, based in Detroit, meets twice monthly. Runs many fantrips, some of which have had 25 cars, nearly 1,200 people. Plans to operate all-Pullman special, Chicago to New Orleans, for Mardi Gras in February, operated as second section of *Panama Limited.* Issues publication called *Michigan Railfan.* Active membership, $2 a year; affiliate membership (those living outside Detroit) $3 for two years. Emery Seestedt heads this club, which started in 1937. Membership chairman is Wilber E. Hague, 15517 Braile Ave., Detroit, Mich. 48223.

Minnesota

MINNESOTA RAILFANS' ASSN., INC., 200 members, started as trolley club in 1949, primarily through the efforts of Chas. Sulzbach, who died in interurban wreck near Milwaukee in 1950. Caters to all types of rail buffs; has frequent Minneapolis meetings. About six fantrips each year. Formerly owned Twin City Lines trolley, but donated it to Minnesota Historical Society in 1965. Dues, $3 a year. Club issues *Cinders & Sparks,* monthly publication. Pres. is Alfred P. Wallin. Sec. is Howard C. McElroy, Box 9871, Main P.O., Minneapolis, Minn. 55440.

Missouri

ST. LOUIS RY. ENTHUSIASTS CLUB, 20 members, headed by Dr. Harry A. Wittler. Open to everyone interested in railroading, including picture-taking and modeling. Meets monthly. Dues on sliding scale, start at $2. Has library. Junior membership solicited. Sec. is Stella Michel, 744 E. Thrush Ave., St. Louis, Mo. 63147.

Kansas City Chapter, NRHS, 55 members, meets 4th Friday 7:30 p.m. in room 362, Union Station, Kansas City, Mo. Sec. is Cliff B. Shirley, 2009 W. 71st St., Prairie Village, Kan. 66208.

Ozark Chapter, NRHS, 15 members, meets 1st Friday 7:30 p.m. in basement of Frisco freight yard office, Springfield. Sec. is Stanley McCarthy, 315 S. Florence St., Springfield, Mo., 65806.

St. Louis Chapter, NRHS, 85 members, meets 1st Wednesday 6:30 p.m. in Fred Harvey restaurant, St. Louis Union Station. Sec. is Robt. Clarkson, 1222 N. 8th St., Apt. B, St. Louis, Mo.

E. L. Pardee, NRHS president (left), thanks Charles E. Gay III, president of S&O, for loco shown on page 20.

Nebraska

Cornhusker Chapter, NRHS, 25 members, meets 1st Sunday in private car 65, CB&Q pass. station, Lincoln. Sec. is Sanford C. Downs, 901 Dale Dr., Lincoln, Neb. 68510.

Nevada

Sierra Nevada Chapter, NRHS, 25 members, meets regularly in Reno area. Sec. is Dennis Beeghly, 820 Cedar St., Reno, Nev., 89505.

New Hampshire

NEW ENGLAND ELECTRIC RY. HISTORICAL SOC., INC., over 400 members, is best known as operator of "world's oldest and largest trolley museum," Seashore Electric Ry., in Kennebunkport, Maine. Corporate office, however, is in Goffstown, N.H. Membership scattered throughout U.S. Dues, $5, including monthly organ, *The Dispatcher*. Sells 6x9" booklet, *Historic Cars of Seashore Trolley Museum*, describing many of the 80 pieces of equipment. Collection runs from 1872 New Bedford horsecar to pair of North Shore interurbans, including former diner-observation and 1928 *Silverliner*. Also 12-bench open trolley from Biddeford & Saco RR and double-deck tram from Blackpool, England. Pres. is Theodore Santarelli, one of 12 original founders of museum in 1939. Gen. mgr. is L.H. Stephenson, Jr., 916 Main St., Melrose, Mass. 02176.

New Jersey

RAILROADIANS OF AMERICA, INC., 160 members, was formed in 1938 to preserve historical railroad memorabilia. Among those who helped launch the project are Tom Taber and Walter A. Lucas. Historic railroadians is located in New Jersey Historical Society, 230 Broadway, Newark, N.J., is the only railroad and transportation museum in metropolitan New York area. Publishes books, latest of which is *Climax—An Unusual Steam Locomotive*. Issues periodical *Trainsheet* at irregular intervals. Has small library. Dues, $5. Pres. is Harold Lessorsohn. Sec. is Halsey L. Tilton, 761 W. Inman Ave., Rahway, N.J.

North Jersey Chapter, NRHS, 65 members, meets 1st Friday 8 p.m. in room 51, CNJ Terminal, Jersey City. Sec. is Geo. R. Eggers, 51-60 30th Ave., Woodside, N.Y. 11377. Among the chapter's most active members is Stephen D. Maguire of the *Railroad Magazine* staff.

Tri-State Chapter, NRHS, 34 members, meets 2nd Tuesday 8 p.m. in Amer. Legion Hall, Rte. 206, Stanhope. Pres. is W. M. Apgar, 122 Oak St., Dover, N.J. 07801.

West Jersey Chapter, NRHS, 45 members, meets 2nd Monday in Borough Hall, Haddonfield. Sec. is Louis Mountney, Jr., 155 Wayne Ave., Haddonfield, N.J. 08033.

New York

COMMITTEE FOR BETTER TRANSIT, INC., 200 members, while not strictly a fan group, is interested in improving all forms of mass transport, including subway and rail suburban service in New York Area. Issues bulletin 8 times a year. Dues, $3. Pres. is Stephen Dobrow, P.O. Box 3106, Long Island City 3, N.Y.

ELECTRIC RAILROADERS' ASSN., Inc., 3,150 members, was founded in 1934 by ten persons in waiting room of Penn Station, New York. Its members represent every continent. Welcomes those interested in all types of electric railroads, provided they have "acceptable personality and neat and clean appearance." E. Jay Quinby, an ex-motorman on now-defunct New Jersey Rapid Transit, is honorary president. With Herman Rinke, Geo. H. Horn and the late L.L. Gaillard, he was among those who helped launch ERA. Has fine specialized library in its New York HQ. Issues *Headlights* monthly, *Electric Railroads* occasionally. These publications cover history, operation, and future plans of electric railways everywhere. Also published Roger Arcara's *When the Westchester Was New*, on NYW&B Ry. Will have hard-cover history of IRT subway, New York. Holds annual conventions in cities where electric lines run. Plans well in advance, with "annuals" coming up in Montreal, 1967; Mexico, 1968; Philadelphia, 1969 and Tokyo, 1970! Both national office and New York Division conduct one or more fantrips a year. Dues, $4. There is even a Texas Division. Pres. is Geo. Abere. National sec. is Herman Rinke, 145 Greenwich St., New York, N. Y. 10006.

HARLEM VALLEY RAILROAD CLUB, 90 members, founded in 1959, located at 44 Kinderhook St., Chatham, N.Y. 12037. Regular monthly meetings. Associate membership, $2. Full membership, $5. Monthly publication is *Harlem Valley Dispatcher*. Pres. is Richard W. Luckin.

Buffalo Chapter, NRHS, 150 members, meets 2nd Friday 8 p.m. in Continental Inn, 3456 Delaware Ave., Tonawando. Sec., Robt. Wilson, Jr., 840 Potomac Ave., Buffalo, N.Y. 14209.

Central New York Chapter, NRHS, 35 members, meets 3rd Wednesday (exc. July and Aug.) 8 p.m. in Canal Museum, Erie Blvd. East at Montgomery, Syracuse. Sec. is Robt. W. Coye, 300 Stratford St., Syracuse, N.Y. 13210.

Long Island Sunrise Trail Chapter, NRHS, 20 members, meets regularly on Long Island. Sec. is J.T. Archacki, 310 E. 12th St., New York, N.Y. 10003.

Mohawk & Hudson Chapter, NRHS, 35 members, meets 3rd Saturday noon in Crossroads Restaurant, Latham. Sec. is Robt. Manwiller, 350 Manning Blvd., Albany, N.Y. 12206.

New York Chapter, NRHS, 28 members, meets 2nd Thursday 8 p.m. in New York City area. Sec. is Frank Miklos, 715 Ainsworth St., Linden, N.J. 07038.

New York Chapter, R&LHS, 74 members, meets 2nd Friday (exc. June, July, Aug.) 7:30 p.m. in Grand Central YMCA, 234 E. 47th St., New York City. Chairman is Chas. M. Smith, P.O. Box 434, Grand Central Station, New York, N. Y. 10017. Organized in late 1930's. Chapter dues, $3.50. Newsletter issued. Rogers E.M. Whitaker, George B. Whitefield, and the late Wm. T. Gaynor were active in promoting the chapter's growth. Schedules fantrips. Informal dinners held prior to regular meetings. Sec. is Arnold B. Joseph.

New York Division, ERA, holds monthly meetings in city, organizes trips. Chairman is Albert Field, 2025 29th St., Astoria, N.Y. 11105.

New York Division, RRE, meets 4th Fri., with informal get-togethers other Fridays in room 1646, Grand Central. Among recent speakers were Bob Lewis, publisher of *Railway Age*, and Douglass Campbell, Vice Pres., Public Relations, New York Central. Has library of over 1,000 books. Fantrip Committee schedules at least six excursions yearly. Contact Chas. A. Breen, P.O. Box 241, Union, N.J. 07083.

Ontario & Western Chapter, NRHS, 15 members, meets 1st Sunday in O&W Bldg., Middletown. Query Jos. Cooney, 47 Hanford St. Middletown, N.Y. 10940.

Rochester Chapter, NRHS, 63 members, meets 3rd Thursday 8 p.m. in Kodak City Model R.R. Club, 49 South Ave. Rochester. Sec. is Leon D. Arras, 46 Timpat Dr., Rochester, N.Y. 14626.

Susquehanna Valley Chapter, NRHS, 49 members, meets 1st Wednesday 8 p.m. in Railroad YMCA, Lewis St., Binghamton. Sec. is John Bryant, 3144 Cornell St., Vestal, N.Y.

Rail Photo Service, Boston, Mass.

H. W. Pontin, B&A engineer, was first president of Railroad Enthusiasts.

North Carolina

East Carolina Chapter, NRHS, 15 members, meet 4th Wednesday in room 206 College Union, Greenville. Sec. is Miss Velma W. Lowe, P.O. Box 2805, Greenville, N.C. 27834.

Winston-Salem Chapter, NRHS, 17 members, meets 3rd Monday 7:30 p.m. in members' homes. Sec. is Ellie J. Osborne, Jr., 124 Wicklow Rd., Winston-Salem, N.C. 27106.

Ohio

OHIO RAILWAY MUSEUM, about 400 members, founded in 1945. Located in Worthington, this operating museum has much railroad equipment: steam, diesel, electric. Operating membership, $12. Associate, $3. Issues a newsletter several times a year; also annual report. Sells 20-page illustrated souvenir booklet. Pres. is Allan Spilker. Sec. is Virgil Eberly, Box 171, Worthington, Ohio 43085. (For operating details see "Put Steam in Your Vacation" in *Railroad*, May '66.)

Conneaut Chapter, NRHS, 89 members, meets 1st Monday 7:30 p.m. in Ry. Museum, Depot St., Conneaut. Sec. is Wm. S. Brandy, 1374 Lake Rd., Conneaut, Ohio 44030.

Midwest Chapter, NRHS, 150 members, meets 1st Saturday 8:30 p.m., rotating in Cleveland, Barberton, and Massillon areas. Sec. is A.W. Sheatzley, 1215 14th St., S.W., Massillon, Ohio 44646.

Oregon

OREGON ELECTRIC RY. HISTORICAL SOC., INC., 40 members, owns Trolley Park, 30-acre ex-lumber camp at Glenwood, mile of line, and 9 cars ranging from Australian open trolley and British double-decker to Key System articulated job. Cars operate every Sunday except in winter. Club issues bi-monthly *Trolley Park News*. Active membership, $10. Regular, $3. Pres. is Rae Shumway. Manager is Paul Class, c/o The Trolley Park, Glenwood, Ore. 97120.

Pacific Northwest Chapter, NRHS, 50 members, meets 3rd Friday 8 P.M. in room 208, Union Station, Portland. Sec. is Kenneth McFarling, 7417 S.E. 20th Ave., Portland, Ore. 97202.

Pennsylvania

METROPOLITAN PHILADELPHIA RY. ASSN., INC., 60 members, is interested in trolley trips. Its museum, "Trolley Valhalla," at Tansboro, N.J., boasts 2 single-end and 2 double-end PTC cars, Red Arrow double-ender, and 12-bench open trolley from Wildwood, N.J. Meets 2nd Saturday 8:30 p.m. at 24 PAL (Police Athletic League), Belgrade and Clearfield Sts., Philadelphia. Dues, $6. Contact David J. Gairo, P.O. Box 7285, Philadelphia, Pa. 19101.

NATIONAL RAILWAY HISTORICAL SOCIETY, INC., 4,000 members. Organized in 1935, when group of fans, several of whom were from Lancaster Ry. & Locomotive Historical Soc. and Interstate Trolley Club, met at home of Chas. E. Pittman, Jr., in Mt. Airy, Philadelphia. Founders included Pittman, Leon R. Franks, Wm. P. Hamilton III, James Shuman, and Chas. Johnson. In earlier years, NRHS had almost as many trolley buffs as general railfans. With the demise of most streetcar and interurban lines, it has lost some of its trolley-oriented complexion. Forms new chapters wherever needed.

Has its executive office in Philadelphia and president's quarters at 626 Park Ave., Collingswood, N.J. Largest railfan club in North America, with 68 chapters, including one in Canada. Issues attractive illustrated, well-edited *Bulletin* bi-monthly. National dues, $3.50. Family membership, $1 a head. Chairman of board, Ed G. Hooper. Pres. is E. Lewis Pardee. Prospective members should write to secretary of nearest chapter or to Carrel I. Tod, Vice-Pres.-Membership, 1908 N. Quintana St., Arlington, Va. 22205.

Pennsylvania and New York vie for honor of having the most chapters, in each state. Nearly all of them issue monthly newsletters. Many publish pamphlets. Several put out hard-cover books. Virtually all chapters are interested in fantrips. NRHS has 7 regional vice persidents, including one in Canada, to coordinate the chapters' work. National organization has library including movies, slides, recordings, other visual aids, and assists chapters in local programming. National HQ is in Suite 312-14, Empire Bldg., 13th and Walnut Sts., Philadelphia, Pa. 19107. Dues are $3.50 a year.

SOUTHEASTERN PENNA. RY. ASSN., 19 members, is concerned with railroad and trolley lines in Philadelphia and suburbs, including Camden, N.J. Formed in 1959 to oppose the then-threatened abandonment of Red Arrow rail service. Holds informal meetings, operates trips, has library. Its publication, *The Railway-Telegraph* (10 times yearly), has comprehensive coverage of Quaker City and suburban train and trolley news. Dues, $3. Pres. is John R. Pawson. Send queries to secretary SERA, 26 Overbrook Ave., Maple Shade, N.J. 08052.

Harrisburg Chapter, NRHS, 88 members, meets 2nd Tuesday 7:30 p.m. at various places. Sec. is Wm. E. Lehman, 273 Popular St., Highspire, Pa. 17034.

Fantrip on the Longview, Portland & Northern in the State of Washington was a feature of the 1965 NRHS convention, held at Portland, Oregon.
Bob Murphy, Portland, Ore.

Hawk Mountain Chapter. NRHS, 25 members, meet regularly in Reading. Sec. is Jas. A. Master, 239 McKnight St., Reading, Pa. 19601.

Lake Shore Chap., NRHS, 39 members, meets 1st Thursday 8 p.m. in Northeast NYC station. Sec. is Richard L. Costen, 1380 Davidson Rd., Harborcreek, Pa. 16421.

Lancaster Chapter, NRHS, 74 members, meets 3rd Mon. 7:30 p.m. in E. Strasburg. Sec. is Wm. Kipphorn, 1133 Jamaica Rd., Lancaster, Pa. 17602.

Lehigh Valley Chapter, NRHS, 190 members, meets 1st and 2nd Sundays 1:30 p.m. at 1143 Walnut St., Allentown. Sec. is Gerhard Salomon, 730 Cleveland St., Allentown, Pa., 18103. Largest membership of any NRHS chapter. Sells plastic spiral binding books, authentic and well-researched, the latest being *Railroads In Lehigh River Valley* and *History of Lehigh Valley Transit Company*.

Phila. Chapter of NRHS, 135 members, meets 3rd Friday 8 p.m. in Engineer's Club, 1317 Spruce St. Sec. is Jos. Rafferty, 2635 Daggett St., Philadelphia, Pa. 19142.

Pittsburgh Chapter, NRHS, 29 members, meets 1st Thursday 8 p.m. in room 713 Penn Station, Pittsburgh. Sec. is Chester E. Feather, 422 Salvini Dr., Pittsburgh, Pa. 15216.

West Penn Chapter, NRHS, 10 members, meets irregularly in Somerset. Sec. is W.M. Stader, 158 E. Church St., Somerset, Pa. 15501.

York Chapter, NRHS, 20 members, meets 3rd Tuesday 7:45 p.m. in York Bank & Trust Co., 107 W. Market St., York. Sec. is Elwood E. Portzline, 948 E. Market St., York, Pa. 11403.

ARDEN TROLLEY MUSEUM, operated by Penna. Ry. Museum Asso., Box 832, Pittsburgh, Pa. 15230.

Rhode Island

NEW ENGLAND RAILFANS' ASSN., 52 members, welcomes fans interested in all aspects of railroading, including electric lines and models. Period meetings. Newsletter issued 10 times a year. Dues, $2.50. Pres. is Lewis C. Wilcox. Sec. is Albert Shallis, 4 Perry St., Centerville, R.I. 02911.

Tennessee

Memphis Chapter, NRHS, 6 members, meets 4th Monday in Railroad YMCA, 1251 S. Willett St., Memphis. Sec. is Chester Shields, 2458 James Rd., Memphis, Tenn. 38127.

Nashville Chapter, NRHS, 29 members, meets 1st Friday in members' homes. Sec. is Hale Meacham, 2412 Gallatin Rd., Nashville, Tenn. 37206.

Old Smoky Chapter, NRHS, 26 members, meets 1st Tuesday 8 p.m. in Knoxville or Oak Ridge. Sec. is R.F. Scanlon, Wessex Dr., Hanfields, Knoxville, Tenn.

Tennessee Valley Chapter, NRHS, 145 members, meets last Friday 7:30 p.m. in South Broad Branch, Hamilton Nat. Bank, Chattanooga. Owns business car *Maitland*. Sec. is R.D. Henning, 1322 Dallas Rd., Chattanooga, Tenn. 37405.

Texas

THE GULF COAST R.R. CLUB, INC., 20 members, formed in 1962 by fans in Houston area to stimulate interest in Texas railroading, current and historic. Issues semi-monthly newsletter, runs occasional trips. Dues, $12 for adults, $6 for kids. (Junior membership is encouraged.) Pres. is R.W. Keeling. Membership chairman is Fred Schmiedkind, Jr., 943 Teetshorn, Houston, Texas 77009.

SOUTHWEST R.R. HISTORICAL SOCIETY, INC., about 250 members, is "among the first railfan groups to collect passenger rolling stock and to make car systems operative." In conjunction with State Fair of Texas, it has old Pullman sleepers, a diner, and other cars in good operating condition. Also has wide variety of locomotives, including UP Big Boy, T&P 2-10-4, and Frisco 4-8-4. Started in 1962. Museum is semi-operational. Besides monthly periodical, *Clearance Card*, it has published Everett L. DeGolyer's brochure on *The Age of Steam Exhibit* and E.D. Worley's hard-cover book, *Iron Horses of Santa Fe*. Other books in preparation. Dues, $5 within 50-mile radius; $3 elsewhere. Pres. is M.D. Monaghan. Sec. is Howard Cross, 6832 E. Mockingbird Lane, Dallas, Texas 75214.

TRINITY VALLEY RAILFANS, INC., 115 members, holds monthly meetings in Fort Worth. All railfans invited. Issues monthly newsletter; formerly had "Miss Passenger Train" contest. Sponsors Texas Railroad Museum. Owns ex-Angelina & Neches River 2-6-0, T&P business car, other rolling stock. Has library of books, pamphlets, recordings. Dues locally, $6; elsewhere, $2. Also junior membership. Pres. is Vernie H. Barber, Jr. Sec. is Murrel Hegue, 1601 Bluebonnet, Arlington, Texas 76010.

San Antonio chapter of NRHS.

Texas Division, ERA, operates Texas Transportation Museum, meets in San Antonio. Chairman is Rod Varney, 205 Milam Bldg., San Antonio, Texas 78205.

Utah

Promontory Chapter, NRHS, 20 members, meets 1st Friday 8 p.m. in Salt Lake City. Sec. is Randall H. Larson, 1384 S. 14th St., Salt Lake City, Utah 84105.

Vermont

Champlain Valley Chapter, NRHS, 50 members, meets 2nd Wednesday 8 p.m. in Green Mountain Power Co. offices, Burlington. Sec. is Stephen Humley, 239 S. Prospect St., Burlington, Vt. 05401.

Virginia

Blue Ridge Chapter, NRHS, 15 members, Lynchburg, no fixed date or location of meetings. Sec. is Richard T. Myers, 3600 Sherwood Pl., Lynchburg, Va. 24503.

Old Dominion Chapter, NRHS, 70 members, Richard meets 3rd Monday 8 p.m. in Conference Room, Bryan Park (RF&P) shop bldg., adjacent to Acca yard at north end of Lamour St. Sec. is Edward D. Patterson, 1219 Bainbridge St., Richmond, Va. 23224.

Tidewater Virginia Chapter, NRHS, 25 members, meets every 3rd Tuesday 6:30 p.m. in board room of Navy YMCA, Brooke Ave., Norfolk. Sec. is John H. Kelly, Jr., 3509 Somme Ave., Norfolk, Va. 23509.

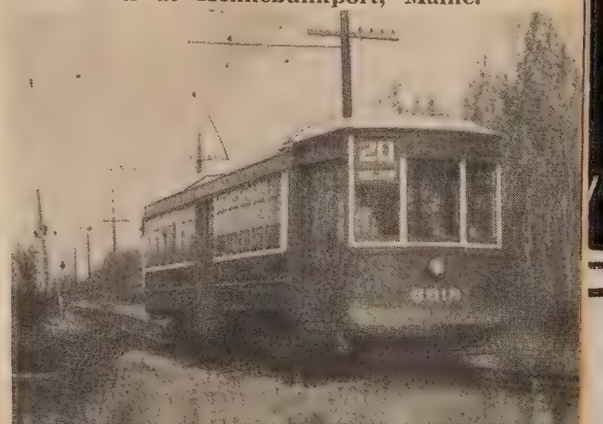
Car 26 ready for shipment to "Trolley Valhalla," Metropolitan Philadelphia Railroad Association at Tansboro, N.J.
Photo by David J. Gairo

No. 38 from Manchester Street Railway (N.H.), now rehabilitated, ran on Seashore Electric line at annual American Railway Museum convention.
Photo by Stephen D. Maguire

Washington

PUGET SOUND RY. HISTORICAL ASSN., 135 members, founded in 1957, has 15 steam locos (mostly logging), 7 electric cars, 19 other items of rolling stock on 5-acre museum site at Snoqualmie, 25 miles east of Seattle. Meets monthly. Occasional fantrips. Features limited steam operation on its ½-mile line, which will be extended to 4 miles. Non-voting membership, $4; voting, $20. Issues monthly

Photo by Stephen D. Maguire
Ex-Philadelphia Rapid Transit near-side car made special trips for A.R.M. convention at Kennebunkport, Maine.



organ, *Sounder*. Pres. is Byron D. Cole. Vice-pres. is Robt. H. Hively, C/O PSRHA, Box 1362, Broadway Station, Seattle, Wash. 98102.

Tacoma Chapter, NRHS, 50 members, meets monthly in various locations. Sec. is Edmund H. Bernsten, Rte. 1, Box 1252, Gig Harbor, Wash. 98335.

West Virginia

Collis P. Huntington Chapter, NRHS, 45 members, meets 4th Tuesday 7:30 p.m. in Appalachian Power Co. office, 1122 7th Ave., Huntington. Sec. is Robt. C. Withers, 3606 3rd Ave., Huntington, W. Va. 25702.

Wisconsin

Wisconsin Chapter, NRHS, 49 members, meets 1st Friday 7:30 p.m. in North Shore Congregational Church, Fox Point. Sec. is Robt. Bullerman, 5731 S. 113th St., Hales Corners, Wis. 53130.

CANADA

Alberta

Quebec (see CRHA, under Quebec).

British Columbia

WEST COAST RAILWAY ASSN., 80 members, is growing fast. Founded in 1961 out of former Hi-Baller Railroad Club. Operates fantrips, encourages photography, restores railway equipment. Plans to establish operating museum. Has ex-CPR wooden business car and open-end obs. unit. Also 2-8-2 Baldwin engine, now on lease to Kiwanis Club in Anchorage Alaska, to be used at Alaska Centennial this year, then returned to owner. Dues, $6; associate, $4. Issues monthly magazine, *Extra 2200, South*. Pres. is R.B. Gevaert, P.O. Box 2790, Vancouver 3, B.C., Canada.

DISCOVER AMERICA
TRAVEL BY TRAIN

Ontario

UPPER CANADA RAILWAY SOCIETY, INC., 800 members, organized some 25 years ago. Meets monthly in Toronto. Issues newsletter. Has many members in foreign countries. Solicits fans interested in all types of rail operation, including juice lines, past and present. Has library, owns ex-CPR business car, vintage of 1896. Dues: regular, $6.50; associate, $5. Pres. is Brian E. West. Membership sec. is Ross Hoover, P.O. Box 122, Terminal A, Toronto. Ont., Canada.

Hamilton Chapter, UCRS, meets regularly in Hamilton area. Contact Mr. Hoover, address listed above.

Ottawa (see CRHA, Rocky Mt. branch).

Quebec

CANADIAN RAILROAD HISTORICAL ASSN., INC., 1,500 members. Founded in 1932 in Montreal, following railway exhibition at local museum marking centenary of charter of Canada's first railway. Participants in exhibition resolved to retain contacts they made, by establishing this Association. Only R&LHS antedates CRHA on this continent as a rail-amateur club. CRHA participated in Canadian Railway Centenary in 1936, other historic observances. World War II curtailed its activities.

CRHA incorporated in 1941, without capital stock, under Dominion Companies Act. In 1949, started publishing monthly *News Report*, later renamed *Canadian Rail*. In 1949, began sponsoring rail and trolley trips. In 1950, preserved its first piece of prototype rail equipment, Montreal Street Ry. car 274. In 1958, set up Museum Committee to locate a permanent site, which it obtained in 1961 at Delson, Que., a Montreal suburb.

In 1962 it started Rocky Mt. branch, in '65 Ottawa branch. Meanwhile, in 1941, it had established a Toronto branch, but due to Association's inability to administer this effectively, branch withdrew and became Upper Canada Railway Society. Important figures in CRHA history include founder and first pres., John Loye; C.L. Terroux, for many years vice pres., who encouraged the accumulation of portable relics, and Robt. R. Brown, noted Canadian ry. historian, who assembled early records, all three since deceased, and Omer Lavallee, a current vice pres. and eminent historian (featured in Dec. '66 *Railroad Magazine*).

CRHA publications include the illustrated books *Boloeil* (story of Canada's worst ry. disaster); *The Road to the Sea; Self-Propelled Rail Cars of the CNR; Delorimier & Angus; Canadian Rail (and CRHA Membership)*, issued 11 times yearly; *Diagram Book, Montreal's Streetcars; Mount Royal Tunel; Montreal City Passenger Railway; Chemin de Fer de la Bonne St. Anne; The Ice Railway; Grand Trunk Timetable* (reproduction); *Trolley Tours Around Montreal; The Last Broad Gauge; Halifax: Birney Stronghold; Doug Wright Cartoons;* and *Canadian Pacific Tour Book and Colour Print* (reproduction) plus CNR lithograph and train and streetcar Christmas cards. Descriptive literature on publications available on request.

CRHA's aim is to collect and preserve relics and documents pertaining to all Canadian rys. and streetcar lines, to disseminate info, about them, and to operate Delson museum but only with non-operating exhibits. Collection has nearly 90 locos, cars, trolleys. Goal is to preserve them all under cover. Future plans also include stimulated publication and research activity, expansion of subsidiary museum projects, and creation of more branches. Membership chairman is M. D. Leduc, P.O. Box 2, Station B, Montreal 2, Canada. Dues: associate, $4 a year.

Laurentide Chapter, NRHS, 14 members, meets regularly in Quebec. Sec. is M. D. Leduc, 186 Connaught Ave., Otterburn Park, Quebec, Canada.

Ottawa Branch, CRHA, founded 1965. P.O. Box 352, Postal Station A, Ottawa, Canada, has subsidiary preservation project with 1/3 mile track.

Rocky Mt. Branch, CRHA, founded 1962, 12441 141st St., Edmonton, Alta., Canada has 3 pieces of equipment.

Photo by F. Raoul Martin

Locomotive 17 in work-train service at the Snoqualmie museum site of the Puget Sound Railway Historical Association, with engineer Charles Morrow and fireman Maynard Laing. She is 2-6-0 (Baldwin 1891) with 44" drivers, 18x24" cylinders.

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

INFORMATION BOOTH

1 *Could the speed of the Pennsy K-4s Pacific have been increased by raising the steam pressure from 205 to 225 pounds?*

Probably not. Such an increase in pressure would hardly have affected the potential speed under ordinary operating conditions, but it would have increased the starting tractive force from 44,460 to 50,000 pounds, thus permitting the engine to start with a heavier load and perhaps wheel a slightly heavier load at speed.

2 *A brief history, please, of the Lake Shore & Michigan Southern.*

This road was chartered in 1869 as a consolidation of the Michigan Southern & Northern Indiana (Chicago to Toledo), the Cleveland & Toledo, the Cleveland, Painesville & Ashtabula (Cleveland to Erie), and the Buffalo & Erie. (For detailed histories of these roads see *Poor's Manual* for 1885, page 549.) Thus the line had a through right-of-way, 537 miles, between Chicago and Buffalo. It gradually absorbed other roads, including the Detroit, Toledo & Milwaukee, and by 1914 it had 1,775 miles of owned and leased track.

Meanwhile, in Feb., 1898, it had been acquired by the New York Central & Hudson River (now New York Central), which bought about $45 million of LM&MS's $50 million stock, giving 3½ percent bonds for it at the rate of $200 in bonds for $100 in stock. Around that time the Lake Shore road had 518 steam locomotives, 293 passenger cars, 115 baggage cars, 18,711 freight cars, 700 non-revenue cars, one tug, one dredge, and two steam shovels. Despite NYC control, the road continued to operate as a separate unit until Dec. 23, 1914, when it became an integral part of the Central.

3 *What can you tell me about the Lake Huron & Northern Ontario?*

Organized in 1901 as the Bruce Mines & Algonquin, it ran from those mines to Rock Lake, Ont., Canada, 17 miles, and was projected to Abury Falls, 66 miles. When renamed LH&NO in 1912 it had 4 engines, 24 cars. Abandoned long ago.

4 *While visiting a Richmond, Va., cemetery I saw an engineer's tombstone on which a poem was carved but do not recall the details. Please refresh my memory.*

Killed in a train wreck, Engr. James E. Valentine lies buried in Hollywood Cemetery, Richmond. Maybe some Richmond reader can send us further information and a photo of the grave for publication. Here is the epitaph:

Until the brakes are turned on Time,
Life's throttle valve shut down,
He wakes to pilot in the crew
That wear's the martyr's crown.
On schedule time on upper grade
Along the homeward section
He lands his train at God's roundhouse
The morn of resurrection,
His time all full, no wages docked,
His name on God's pay roll
And transportation through to Heaven,
A free pass for his soul.

5 *What is the difference between a tank and a saddle-tank engine?*

Neither has a separate tank or tender. The tank locomotive carries fuel and water on a tender built onto the extended frame of the engine herself. The other type carries her water in a "saddle" tank on the boiler and her coal in a small compartment on the rear of the cab.

6 *Were the* Oriental Limited *and* Orient Express *the same train?*

No. The *Oriental Limited* was a Great Northern deluxe train, inaugurated May 23, 1909, running between Chicago (via the Chicago, Burlington & Quincy) and St. Paul, Seattle, Tacoma, and Portland, getting its name from the fact that it connected with great ocean liners to and from the Orient. It was the GN's No. 1 hotshot until June, 1920, when the *Empire Builder* took to the rails with a faster schedule. On April 1, 1931, the *Oriental* passed out.

The *Orient Express*, the first truly international run, "made its maiden trip July 5, 1883, from a flag-bedecked Paris station to a Vienna terminal," according to Freeman Hubbard's latest book, *Great Trains of All Time*, which devotes a whole chapter to this one. "It consisted of two elegant wooden coaches, stove-heated and oil-lighted, pulled by a new six-wheeler with a tall stack. This luxury train was owned and operated by an international syndicate that controls most of Europe's sleeping cars and it went into service on that date because a new 6½-mile tunnel, the Arlberg, had just been completed through the Alps, providing a more direct line between Switzerland and Austria."

Three months later the route was lengthened, eventually reaching minareted Constantinople (now Istanbul) in Turkey. More glamour, mystery, pomp, and big names have been associated with the *Orient Express* than with any other train in history. Although still running today, it has lost most of its "color" and prestige.

L. Cdr. Wm. D. Middleton, CEC, USN
Public Works Officer, Naval Air Sta.
F.P.O. San Francisco 96611

The *Orient Express* highballs across Turkey on the last leg of its 1,881-mile trip, Paris to Istanbul, with ten passenger cars, 20 freight cars; is doubleheaded by 2-8-0 and 0-8-0 type steam engines.

7 *Was there ever a New York City & Northern Railroad?*

Yes. Organized in 1878, it acquired the New York, Westchester & Putnam (originally founded in 1869 as the New York & Boston) and completed tracklaying from High Bridge to Brewster, N.Y., in 1879. The following year it had 4 engines, 8 passenger cars, and 22 freight cars. Now part of the New York Central.

8 *Briefly tell me the history of the old Nevada-California-Oregon Railroad and its motive power.*

Chartered in 1888, the 3-foot-gage line opened from Reno, Nev., to Amedee, Calif., in 1890; to Termo in 1900, to Alturas in 1908, and to Lakeview, Ore., in 1912. Total mileage, 238. It then had 12 locomotives, 14 passenger cars, 163 freight cars, and 37 service cars. Now part of the Southern Pacific. Ten of its engines were 4-6-0. No. 3 was a 4-4-0 (Baldwin, 1887). Nos. 4 and 5 (Baldwin, 1899). Nos. 6 and 7 (Baldwin, 1903). No. 8 (Baldwin, 1907). Nos. 9, 10, 11, and 12 (Baldwin, 1910). No. 14 was a 2-8-0 (Baldwin, 1914, later SP No. 1), and finally Nevada County Narrow Gauge No. 9. Schenectady built No. 22 in 1899.

9 *When and where did the first passenger train run in New York State?*

August 3, 1831, from Schenectady to Albany on the Mohawk & Hudson (now part of the New York Central). Pulling a train of converted stagecoaches chained together was the 4-ton *De Witt Clinton,* built at West Point Iron Works, the third engine built in America for actual railroad service. The train's maximum speed was 15 miles per hour.

10 *Do you know of any event in railroad history that occurred on a December 25th (my birthday)?*

Yes. The Stanstead, Shefford & Chambly Railway (now part of the Central Vermont) was being built from St. Johns to Waterloo, Que., Canada. It had made a deal with the city fathers of Waterloo that if they heard a locomotive whistle there on Christmas Day, 1860, they would pay the railway a bonus. On December 24th, however, the rails were still six miles away and funds were low. So the tracklayers loaded a small locomotive on a sledge and horses pulled her into the snow-covered town. Next morning, with whistle blowing, the engine glided along Main Street. Townspeople roared with laughter and paid up cheerfully. (Not until August 21, 1861, were rails actually laid into Waterloo.)

11 *Please reprint "The Dying Hobo."*

Here is this old favorite. We don't know who wrote it—possibly "Haywire Mac" (Harry K. McClintock), author of "The Big Rock Candy Mountain," "Hallelujah, I'm a Bum," etc. Parts of it were certainly taken from "The Big Rock Candy Mountain."

Beside a Western water tank
One cold December day
Inside an empty boxcar
A dying hobo lay.
His pardner stood beside him
With low and drooping head
Listening to the last words
The luckless floater said.

"I'm going to a better land
Where everything is bright,
Where handouts grow on bushes
And you sleep out every night,
Where you do not have to work at all
Or even change your socks
And little streams of whiskey
Come trickling down the rocks.

"Tell my hasher back in Denver
That her face no more I'll view.
Tell her I've jumped the fast freight
And now I'm going through.
Ask her not to weep for me;
No tears in eyes must lurk,
For I am going to a land
Where I'll not have to work.

"Hark, the train is coming!
I must catch it on the fly.
Farewell, pardner, I must leave you
And it ain't so hard to die."
The hobo stopped, his head fell back;
He'd sung his last refrain.
His pardner swiped his hat and shoes
And jumped the eastbound train.

12 *Why do some railroads lease others for 99 years instead of 100 years?*

This is done also with buildings, land, etc., not merely railroads. An ancient law, no longer in effect, provided that anything leased for 100 years or more ceased to be personal property. The legal custom probably dates back to such laws, and it continues even though there is no need for it any more.

13 *How many roads jointly control the Richmond, Fredericksburg & Potomac?*

Six. This north-south connecting link was incorporated in 1834, opened in 1836. In 1901 it was taken over by the Richmond-Washington Co., a holding company controlled by the Pennsy, Chesapeake & Ohio, Atlantic Coast Line, Southern, Seaboard Air Line, and Baltimore & Ohio, the last-named being a C&O subsidiary.

14 *Did any American railroad ever charge cheaper fares on Sunday, aside from excursions?*

Long ago New York's Third Avenue Elevated charged a 5-cent fare on weekdays and 10 cents on Sunday. With fewer Sunday riders, the higher fare helped to cut losses in Sunday revenue. While we are on the subject, a newspaper item dated Aug. 1, 1850, said that R. B. Mason, superintendent of the New York & New Haven (now New York, New Haven & Hartford) had just stopped the practice of letting cattle roam over the right-of-way on the Sabbath. Although the road was not running Sunday trains then, he felt that some future emergency might necessitate the operation of one.

The SP used to have $1 rate on Sundays between the Bay Area and Sacramento (Sacramento Short Line) on all coach trains, not excursions.

Two presidents: (left) Dr. John C. Fisher of American Museum of Electricity, Niskayuna, N.Y., accepts plaque from New York Central's Alfred E. Perlman (holding model of electric loco S-1). Plaque symbolizes giving prototype to the museum. Photo was taken in Central's board room and shows a mural of Commodore Vanderbilt's steamships.

15 (a) *I have an old photo of the cab interior of Southern Pacific 4-4-2 No. 3000, which seems to show nine gages. What was each one used for?* (b) *Who built the 3000 and when?*

(a) That cab had only eight gages. On the right side there were five: the booster steam gage and (to its right) the boiler steam gage; (above them) the main and equalizing reservoir pressure gage and the brake-cylinder and brake-pipe pressure gage; and (above those two) the steam-chest and back-pressure gage. The fireman's side had three: (to the left) the boiler-pressure gage and the feedwater-heater gage; (above) the heat-pressure gage.

(b) Baldwin built her in 1907 as No. 3058, a compound. SP rebuilt and renumbered her in 1929.

16 *What is the oldest iron railroad bridge in the U.S.?*

Probably the Baltimore & Ohio bridge at Savage, Md., built in 1896 by Wendel Bollman, a Baltimore engineer, and recently singled out as a National Civil Engineering Landmark by the American

Society of Civil Engineers. It is an 80-foot double-span truss structure.

17 *How many trains throughout the world are still steam-powered?*

The European Railway Information Center estimates there are 100,000, about 54 percent of the world's trains, but we can't verify these figures.

18 *Is any railroad in North America now building a major extension?*

Not that we know of, but the White Pass & Yukon Route has undertaken preliminary studies for a proposed $40 million, 225-mile extension from the terminus at Whitehorse to the lead-zinc ore deposits of the Ross River or Vangordia Creek area in Yukon Territory. The narrow-gage road, running 110 miles from Whitehorse to Skagway, Alaska, may be converted to standard gage when the line is extended.

19 *Is it true that Prairie (2-6-2) types on the Lake Shore & Michigan Southern (New York Central) were rebuilt into and replaced by Pacifics (4-6-2's)?*

Yes. Not only the Central but other roads preferred four-wheel leading trucks to two-wheel, or pony, trucks for high speed. Furthermore, many engines with pony trucks were rebuilt as 4-6-2's or replaced by newer engines having four-wheel leading trucks. Presumably the four-wheel truck was safer in fast running. However, some of the swiftest trains overseas were hauled by locomotives with pony trucks. Records compiled over a long period would probably not show a clear case against two-wheel leading trucks at any speed, but locomotive designers who went in for the four-wheel truck were convinced the 4-6-2 was better. It carried more weight, lengthened the wheel-base, and thus permitted better balancing of the locomotive, making it less likely to leave the rails than a two-wheel truck.

20 *Which California road was PV?*

The Pajaro Valley, incorporated in 1890, running between Watsonville and Spreckels, 48 miles. In 1897 it was renamed Pajaro Valley Consolidated Railroad. In 1929, when it had 9 serviceable engines and 187 cars, the Southern Pacific bought it.

21 *Who built the Pullman car* Hollywood Beach, *with high picture windows and a curved glass roof, which I saw on Seaboard Air Line's* Silver Meteor?

In 1955-'56 Pullman-Standard custom-built 3 such sleepers, each with the suffix *Beach*, for SAL. Similar cars have been built to order for other roads.

Running Extra

Some British rail lines used to have brass bands, recalls John Drayton, 13 Sycamore Rd., Pontypool, Monmouthshire, England. "On Sundays they'd parade on main streets," he writes. "Bright in my memory is a scene long ago when I heard a tramways band playing *Liberty Bell* and other Sousa favorites that might stir recollections across the Atlantic too." Who recalls a band sponsored by a North American railroad or trolley line? John wants to hear from anyone who played in it.

"Letters which you print occasionally from foreign countries, aside from my own, give *Railroad Magazine* an international flavor," he adds, "and I like the way you put across a family spirit among your readers by printing full names and addresses."

Information on the Galesburg & Great Eastern, requested by Frank Jur, comes from Hugh F. Stephens, 178 Roseland Ave., Caldwell, N.J. 07006. The company was a reorganization of the old Galesburg, Etherly & Eastern, sold at a foreclosure Feb. 8, 1898, and was reorganized Oct. 10, 1916, as the C&GE. It operated 10 miles of line between its general offices at Victoria, Ill., and Watega, a connection with the Burlington Route. Had one steam engine.

Can some reader tell us when and where the first hump yard was placed in service?

Wanted by Stanley T. Borden, P.O. Box 895, Paradise, Calif. 95969, information and photos of chapel cars that the Baptists operated in the United States from 1891 to 1947. There were seven such cars, named *Evangel, Emmanuel, Glad Tidings, Good Will, Messenger of Peace, Herald of Hope,* and *Grace*. Each was a coach rebuilt as a church and parsonage on wheels, in which the pastor and his wife lived. Coupled into passenger trains, they moved from one location to another.

The *Louisiana,* first locomotive to enter Shreveport, La., was built by Joseph Reid (not Richard) Anderson, corrects Thomas Norrell, Box 311, Silver Spring, Md. 20907, commenting on item 6 in our December department. Thanks, Tom! About 35 years ago, our correspondent gave this magazine 1,000 railroad photos to be used as prizes in a contest we held to encourage the taking of pictures of shortlines. Recently

New York Central photograph

New York Central's first electric loco, No. 6000, renumbered S-1, was built in 1904 for high-speed runs of heavy passenger trains. Very successful, it remained in active service until 1965. Recently it was given to American Museum of Electricity.

he donated some 10,000 negatives of engine photos, a library of some 1,200 volumes and items of railroad literature, innumerable photos, etc., for the public use. He is much concerned, as we are, with keeping a high standard of accuracy for this magazine, of which he has read every issue since 1912.

"In laying track, what tools are used to bend the straight rail to the proper curvature?" asks Bill Warden, 1216 Shamrock Lane, Waynesboro, Va. 22980. "When welded rail is laid, what is used to compensate for the rails' tendency to expand and contract with heat and cold?"

"Straight rail need not be bent," comments Bill Pennington. "Its elasticity will bend to a normal curve, probably up to 20 degrees or more."

Blueprints, photos, or dimensions of Alco-built Rock Island steam car are wanted by Fred Tolliver, ENC (SS), 752-32-54, U.S. Naval Supply Act., Qui-Nbon, Viet-Nam, APO 96238 San Francisco, so he can build a model.

Crooked Politics

You'd think that a Federal project opposed by a state's Senators, by a majority of its Representatives, by its Governor, a number of business firms and labor unions would be doomed when it came up for a vote in Congress. And so it might be, were it not in an omnibus public works bill, the usual Congressional pork barrel.

The latest of these grabbings includes a proposal to spend an unbudgeted $500,000 for a preconstruction study of a 120-mile canal between Lake Erie and the Ohio River, designed to shorten the waterway distance between the two. Although massively opposed by the Pennsylvanians it would affect most directly, the plan sailed through Congress with scarcely a dissenting vote.

How does it come about that the canal project was approved so overwhelmingly over the objections of local interests? For one thing, it drew widespread support from the Southern Congressional contingent. An Erie-Ohio canal would cut hundreds of miles from present water routes from the lake to the Gulf, at no direct expense to the people of that region.

Mainly, though, the old pork barrel tradition prevailed; it isn't cricket to vote against pork in somebody else's state—even if that state doesn't want it—when you are trying to get some pork for yours.

The Erie-Ohio barge canal might have made some economic sense in 1825, when the Army Engineers first recommended it. Today, with railroads, trucks and planes all over the place, it makes only the crassest kind of political sense.—*Wall Street Journal*

Reportable Train Accidents

The answer to a question about railroad accidents in our October '66 department evoked the following information from Albert R. Beatty, vice president of the Association of American Railroads, Transportation Bldg., Washington, D.C. 20006:

"In analyzing your figures, I find that your 25.6 percent increase in 'all types of accidents' is really not that at all. For if we consider ICC data on all railroad accidents—train, train-service, and non-train—the increase in accidents is only 1.1 percent. Thus, I assume you are referring to reportable 'train accidents,' disregarding train-service accidents, which over the two-year period showed a slight decrease, and non-accidents, which dropped 8.8 percent.

"By combining train-service and train accidents, therefore, we see that the increase from 1963 to 1965 was merely 5.3 percent, even less than the 7.3 percent increase in ton-miles of service performed. Train-service accidents are those which result in casualties. The far more significant message in railroad accident statistics for 1965 compared with 1963 is the good news that the total casualties fell 2.9 percent.

"As you know, ever since Congress passed the Arbitration Law in 1963, one rail union has contended that the lack of a third man in the cab of freight and yard diesel locomotires has caused a deteriorating trend in railroad safety. Full analysis of the facts, however, shows that all rail safety standards are continuing to improve rather than deteriorate and that casualties to persons—the matter of major concern—are trending downward.

"The main thrust of the union's argument relies on the trend in 'train accidents.' Use of this term can be misleading. As defined by the ICC, a train accident is one reportable to the ICC if it arises from the movement of trains, engines, or cars that causes more than $750 damage to railroad equipment or property. Thus, with this dollar value determining its reportability, the number and rate of *reportable* train accidents may increase without any increase in the *actual* number of accidents occuring. Long before the railroads began discontinuing fireman's positions in May, 1964, as a result of the Arbitration Award, there was an upward trend in reportable train accidents. Principal causes of this boost in the number of reportable train accidents—but without any actual worsening of railroad safety—are as follows:

"(1) *Increased costs of labor, materials, and equipment.* From 1961 to '65 there was a 13.5 percent increase in average straight-time hourly rates pay of maintenance-of-way employees and an 11.4 percent boost in hourly rates of employees who maintain and repair equipment. Also, the average cost of new freight cars has risen 36 percent since 1961.

"(2) *Increased freight-traffic levels.* Historically, any boost in traffic is accompanied by an upward trend in reportable train accidents. Therefore, the trend in reportable train accidents does not necessarily depict the actual trend in relative railroad safety.

"I might note also that throughout the union's campaign scoring railroad safety, it has failed to prove any relationship between the increase in reportable train accidents and the elimination of firemen's positions. It is significant likewise that nothing in the ICC's own analysis of its statistics indicates any relationship between the accident trends and the presence or absence of firemen. In addition, the National Joint Board—a management-union panel set up by the Arbitration Award to study the effects of the Award—found, after analyzing the available statistical data on specific accidents, that there was 'no evidence to substantiate' the union's contention."

Pen Pals Wanted

Miss Chandrina Shaha, (age 15), 20/15 Graham's Land, Tollygunge, Calcutta 40, West Bengal, India, interested in steam locos, postage stamps, picture postcards, photography, and pop music

Pfc. William J. Neill, B. Co. 33d Sig. Bn., Box 331, APO Seattle, 98749

Miss Sandra Park (19), 926 McFerrin Avenue, Nashville, Tenn. 37200

Donald B. Skilling (34), 1832 McCauley Ave., Salem, Va. 24153

Miss Carol Cooley (15), 6435 Oakcreek Way, Citrus Heights, Calif. 95610

Miss Patricia Uerelta (15), 1807 Pinion St., Trinidad, Colo. 81082.

Herman Sloane (15), Rte. 1, Box 54, Thayer, Missouri

Miss Carol Luczek (22), 3044 Albany Crescent, Bronx, N.Y.

Miss Debbie Havens (15), 539 North Hemlock Street, Evart, Mich. 49631

Pfc Dennis D. Imoff, U.S. 56425318 Hq. & Hq. Co. III Corps, Fort Hood, Tex.

Miss Roxanna Fishel (19), Green Spring, West Virginia 26722

Miss Patty Ann Robrecht (17), 515 Howard Street, Green Bay, Wis. 54300

Mrs. Faye Schankin, 14698 Parkgrove, Detroit, Mich., collects picture postcards

Miss Rose Green (14), 1926 22nd Street, Des Moines, Iowa.

Miss Marlene Schneider (15), P.O. Box 33, South Prairie, Wash. 98385

Joe Pendil (14), Box 264, Mandan, N.D.

Miss Karen Turner (15), Rte. 1, West Paducah, Kentucky

Miss Vicki Kierholz (14), 1419 Brooks Street, St. Paul, Minn.

Frank Rodriguez (18), 1008½ West Grand, Artesia, New Mexico

Miss Lula Miller, 116 East Apache Street, Purcell, Oklahoma

Jim Fanning (17), 400 Chicago Street, Milford, Illinois

Miss Barbara Jones (14), Rte. 9, Box 440, Jacksonville, Florida

Miss Rhonda Fraley, R.R. 1, Deputy, Ind.

Miss Elaine Whitehead (14), Rte. 1, Box 620, Dinsmore, Florida

Herschel Wesley Carver (18), R.R. 4, Peoria, Illinois

Miss Janet Langer (17), 631 East 11th Street, Chicago, Illinois

Miss Diane Sloan (17), Rte. 1, Box 54, Thayer, Missouri

Miss Jocelyne Durant (16), 25 Lockhard Avenue, Monction, N.B., Canada

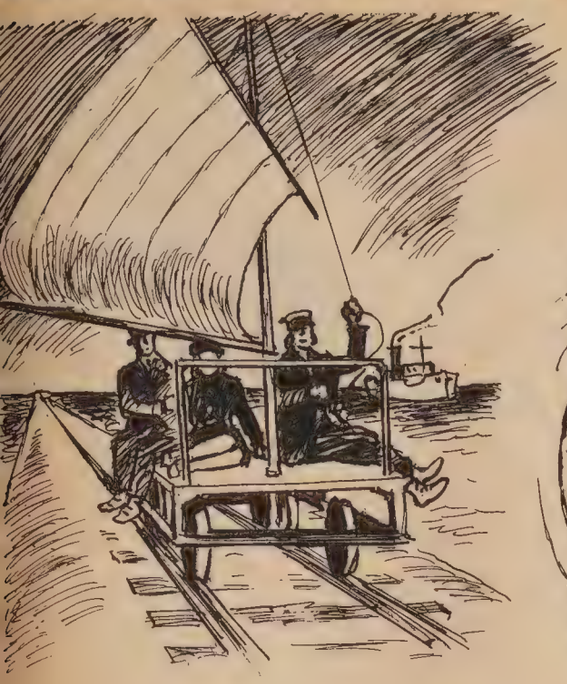
Miss Nancy Midkiff (15), Rte. 1, Branchland, West Virginia

Miss Winnie E. Lucas, P.O. Box 172, Wise, Virginia

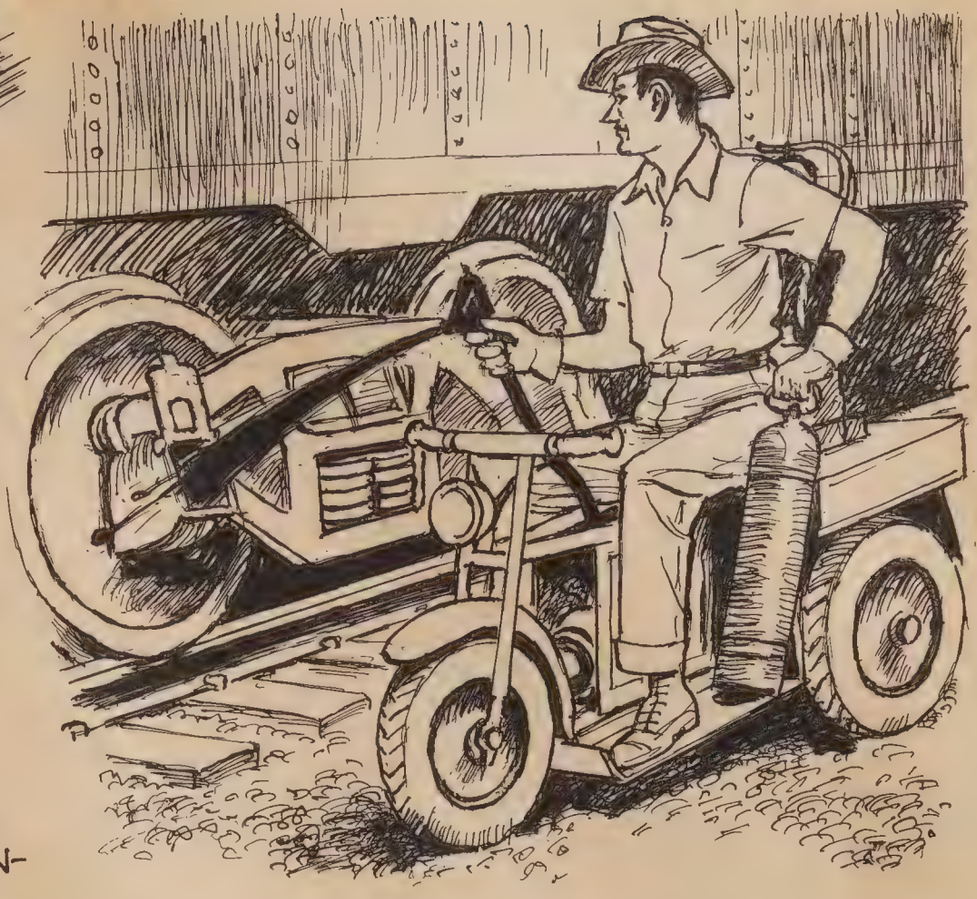
Miss Carolyn Erickson (16), 2200 East 36½ Street, Minneapolis, Minn.

ALONG THE IRON PIKE

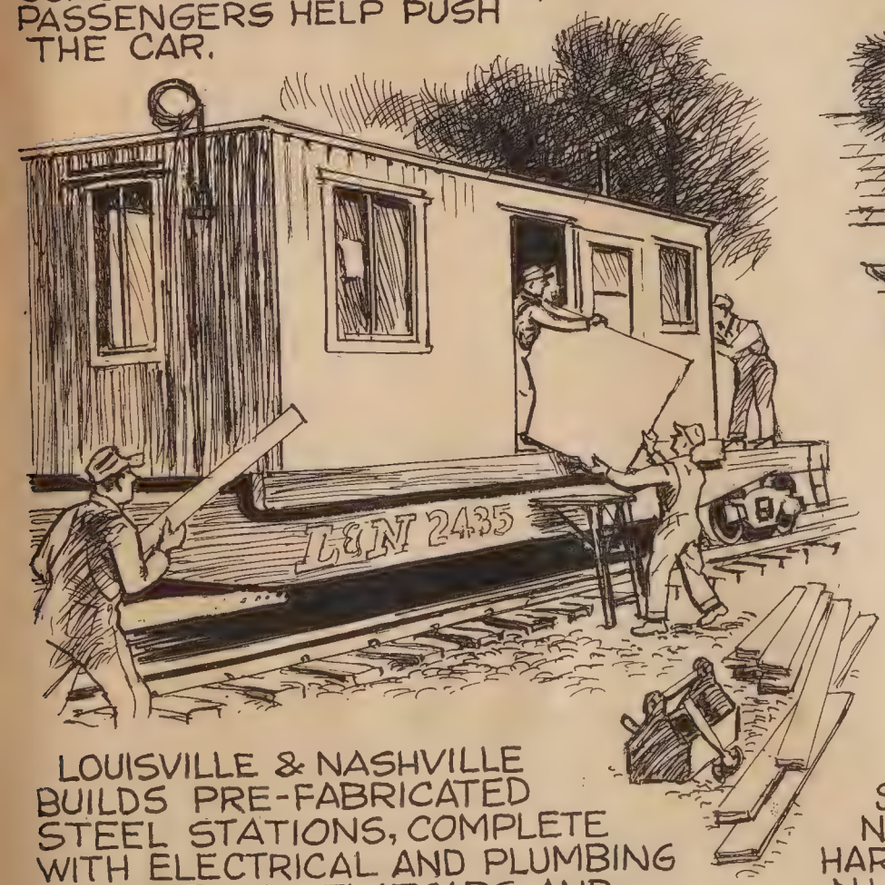
by Joe Easley



SAILROADING WITH SAIL-EQUIPPED FLATCAR ON ROCK CAUSEWAY, MAGDA MATTHIESSEN REGULARLY TAKES PASSENGERS, MAIL, AND FOOD TO OLAND, TINY GERMAN ISLAND 5 MILES OFF SCHLESWIG-HOLSTEIN COAST. WHEN WIND STOPS, PASSENGERS HELP PUSH THE CAR.



MODERN CAR INSPECTION IN ROCK ISLAND YARDS AT EL RENO, OKLA., IS DONE WITH AID OF A SCOOTER. (from photo by Ed Wojtas)



LOUISVILLE & NASHVILLE BUILDS PRE-FABRICATED STEEL STATIONS, COMPLETE WITH ELECTRICAL AND PLUMBING FIXTURES, ON FLATCARS, AND HAULS THEM WHERE NEEDED TO REPLACE OBSOLETE WAYSIDE DEPOTS. (from L&N News Bureau)

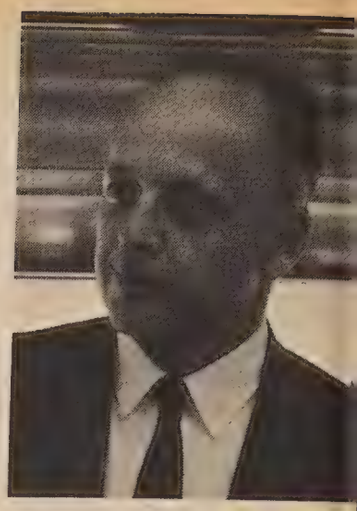
SURMOUNTING NAME-PLATE OUTSIDE HOME OF HARRY A. WORCESTER, BOX 75, KEENE, N.H. 03431, IS FLAT, ANTIQUE, IRON LIKENESS OF CASEY JONES'S LAST ENGINE, ILLINOIS CENTRAL 682. (from photo by Art Knowles)

Interesting Railfans No. 50

ROBERT G. LEWIS

by Freeman Hubbard

Illustrated with photos made in Asia



ONE DAY when L. Robert Lewis was riding a Canadian National train into Winnipeg he jocularly advised the porter to take extra good care of him because he was president of a railroad down in the States.

"Which line?" the porter asked politely.

"Stone Harbor Railroad," said Lewis.

The porter was not familiar with that one. Going back to the lounge car to consult the *Official Guide*, he soon returned and, with a broad grin, showed it to the passenger. "You must be Mistah L. R. Lewis, suh," he said. "Heah's yo' name right heah—Stone Hahbah Railroad, foah an' a half miles."

That South Jersey shortline has long since been abandoned. The president's nephew, Robert G. Lewis, used the incident to open an article on the Stone Harbor Railroad that he wrote for *Trains* magazine (Oct. '46). Young Bob was born in my own native city, Philadelphia, on December 5, 1916, the son of an industrial salesman, and Uncle Robert was the only railroader in his family tree.

"I have known Bob since we were teen-agers," recalls Frank P. Donovan, author of the main feature in *Railroad Magazine's* current issue. "We are both Quakers and grew up together in the Quaker City. Bob was definitely 'one of the boys'; he had lots of enthusiasm, was full of fun and jokes. One time he showed me a letter purportedly from the Fulton County & Southwestern Railroad. I said I'd never heard of that line, even if it was in my own state. Bob looked as though he pitied my ignorance. 'But it's not in the *Guide*,' I said, after making a quick check. Later, I learned there was no such road; furthermore, Fulton was the only Pennsylvania county without a railroad."

Bob was reared about two blocks from the Reading's Mount Airy depot on the Chestnut Hill branch. With companions, he liked to look down on the Camelbacks chuffing underneath.

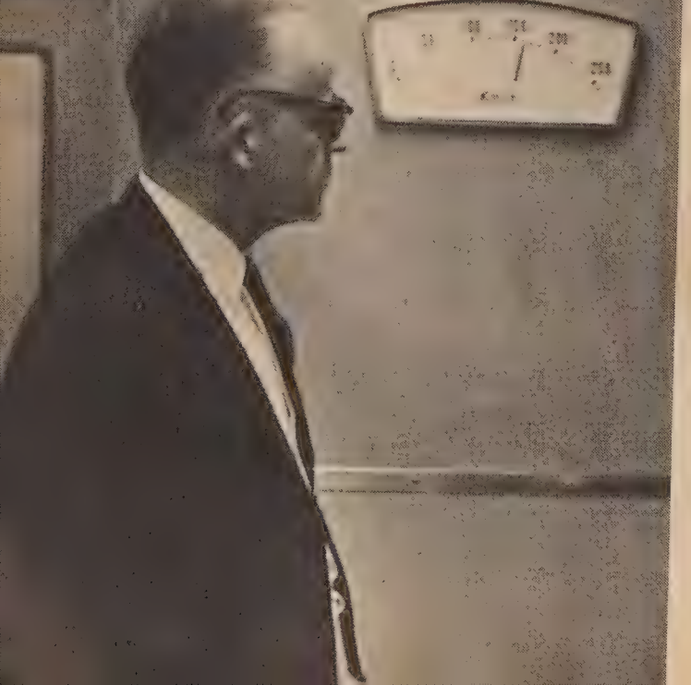
"I will never forget the acrid smell of their hot smoke," he says, "but not until I met a rail and trolley enthusiast named Al Pittman did I become an avid railfan. My brother Hans and I went with Al to a meeting of the then newly-formed National Railway Historical Society (see page 22). As an outcome, we formed the society's second chapter, in Philadelphia, on March 12 1946."

Walt Zackon, Collingswood, N.J., re calls that in 1936 Bob organized Phila delphia's first trolley-fan excursion, wit a single-truck Birney. Emerging fron the archway of a huge stone-faced wal near Broad Street Station, the ca stopped at a corner. Bob, in engineer' cap, waving a switchman's lantern flagged traffic-laden Market Street to a halt, to the amusement of the populace including a traffic cop, and the ancien Birney slowly crossed the busy midtown street.

"Later Strasburg Rail Road acquired Pennsy D-16 No. 1223," Walt goes on. "I went out to see her before she was even placed indoors. As I touched the historic engine, Bob Lewis and another railfan strode up the track in the gathering dusk with a friendly greeting."

Meanwhile, Bob had been collecting railroad timetables, which fascinated him, and was using a size 127 camera

You *could* be funny and call this the "Saint Lewis Express," but it's really the famous high-speed *Tokaido* train. We see Bob gathering data for a *Railway Age* story: checking on the train's speedometer and interviewing Japanese Railway officials.



to shoot pictures of steam trains—also streetcars and interurbans, then beginning to disappear—and in 1934 he took a job as messenger in the personnel department of the Pennsylvania Railroad at $55 a month.

Years later, after Bob had become the publisher of *Railway Age*, weekly magazine of the industry, he met James M. Symes, who at that time was chairman of the Pennsy's board, and Mr. Symes remarked to a friend: "Oh, yes, I remember Lewis. He was the only white messenger at Broad Street Station." I recall hearing a mention of Bob many years ago from my father, who worked in that depot for 43 years as a freight clerk and statistician, but I never dreamed then that one day I'd write a personality sketch of him.

The ambitious Bob learned touch typing and shorthand in a night school. His first break came in 1936 at the time of the St. Patrick's Day flood which washed out much of the Pennsy's roadbed west of Harrisburg and exhausted many railroad men. The hard-pressed chief of transportation took young Lewis into his department as a secretary and clerk on a temporary basis.

"I started work one morning," Bob tells me, "and didn't get out of the office for 36 hours. Some of the men fell asleep at their desks and when they awoke they picked up from where they had left off. After the flood subsided I stayed in the department, filling in on the car distributor's desk, the power desk, or the movement desk at vacation times and so on."

Early in 1940, after six years with the Pennsy, he started a career as a boomer of sorts. He took a job with the Bessemer & Lake Erie's purchasing department at Pittsburgh and then in their wages and schedules department at Greenville, Pa. A year later he was back on the PRR, this time in freight traffic at Cleveland and then Akron, tracing cars.

Then came the Pearl Harbor attack. Bob enlisted in the Navy on December 8, 1941. That halted his rail career for 4½ years, except for 45 days in 1943, while waiting for a ship to be repaired, when he worked in San Francisco tracing freight cars for the Southern Pacific. Being short-handed, the SP was glad to get his help.

Right after VJ day the Navy transferred him to Washington, D.C., to help with demobilization, routing troop trains from debarkation points. After discharge in March, 1946, he returned to the Pennsy's freight traffic department at Akron, doing the same kind of

Bob Lewis, in Japan, appears to be much interested in trolleys and steam power, but we wonder what he's looking at in the upper photo and why a native youth turned his back on the American visitor.

Ever since boyhood, Bob has liked to take pictures of trains. Here he is in Kamonomiya, Japan.

work he'd done there in 1941, at exactly the same pay, $188.76 a month. But being married by that time, he found the money didn't go very far. So in March, 1947, he pulled the pin on the industry as such, not without misgivings; and, with a lot of background knowledge plus the ability to express himself effectively on paper, Bob hired out to the Chicago office of *Railway Age* as an associate editor.

"I liked the job," he says, "because it broadened the scope of my railroad contacts—I was no longer confined to one railroad nor one department. I viewed the yard from the tower instead of the footboard."

In his new capacity he began asking railroad men if they subscribed to the *Age*. At that time, most of those he got in touch with didn't subscribe, because it had an extensive pass-along readership. One study undertaken about 20 years ago showed that the average copy of *Railway Age* was read by 13 railroad men. (I wish I knew how many persons read a given issue of *Railroad Magazine*.) Anyhow, Bob started selling the *Age*.

Came 1950. The circulation manager in the New York office suffered a disabling heart attack. When Simmons-Boardman's president asked who was best able to succeed him, the reply was: "That editor out in Chicago, Bob Lewis, who sells more subscriptions than my circulation salesmen." So Bob became a salesman for the magazine, and liked it. He took up headquarters in the New York office at 30 Church Street.

"That was perhaps the proudest day of my life," he recalls. Then in 1956 the boss gave Bob another promotion, making him the publisher of *Railway Age*, a position he has held ever since. The other day I asked Luther Miller, editor of that weekly, how it felt to work for and occasionally travel with Bob Lewis.

"Well," he says, "Bob sets a frantic pace on business trips. A typical day's schedule might include a 10 a.m. meeting with a customer, then a luncheon session, followed by an afternoon call on an advertiser and then a dinner powwow. Poring over such a schedule, Bob frets, 'Who can we have breakfast with?'

"He travels with a transistor tape-recorder, dictates on trains and planes, and mails the tapes back to his secretary. The first 'green' copies of *Railway Age* arrive in our office around 10:30 every Friday morning. He uses his time in the barber's chair—away from the phone—to give the week's issue a first and critical reading. By noon the editors know pretty well what the publisher thinks of what they've done—well, badly, or (worst of all, in Bob's view) indifferently."

Rare among publishers, Bob often displays more fortitude than his editors when the inevitable question arises: "If we publish this, are we going to lose some advertising space?" (Not being a trade journal, *Railroad Magazine* doesn't face this problem.) Two years ago a major railroad, which was then buying 18 pages of space a year in the *Age*, asked that magazine not to publish a certain story which the editors felt needed to be told. "Run it," Bob ordered, and they did. The railroad never complained.

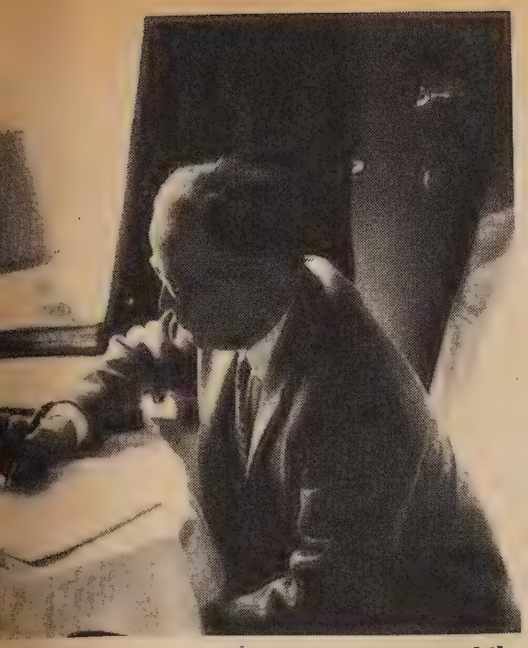
"This attitude," Luther tells me, "may result from the fact that Bob began his career with us not on the business side but as an editor. He always backs up his editors, even when they're wrong. He feels, as he has put it, that editors must have the right to be wrong—otherwise they become puff writers. But he lays down the law, don't exaggerate! There is seldom anything unique, first, or biggest. When those words creep into our magazine there's hell to pay unless the offending editor has an air-tight case."

Says Edith C. Stone, librarian at Simmons-Boardman: "I report to Bob and have never found him too busy to discuss problems with me. He always comes to the point with a direct answer, often brings important visitors into the library and says nice things about it and me."

The subject of this sketch is known as a man who pays great attention to small details. Michelangelo has been quoted as saying, "Trifles make perfection, and perfection is no trifle." A few weeks ago Bob hosted a New York luncheon for 13 Japanese business men visiting the U.S. for the first time. He saw that chopsticks were provided but also personally composed a menu in which all courses came in bite-sized chunks, so as not to embarrass guests who might be unfamiliar with knives and forks.

Bob does not part lightly or easily with a company dollar. He has been known to ride the *Broadway Limited* to Chicago, then take a bus to the Union League Club to save cab fare, which he regards as extortionate in the Windy City. Younger editors of the *Age* grumble over their publisher's devotion to such expense-account items as taxi fares and postage stamps. Older staffers know that while he may disallow a trip to Philadelphia if it smacks of a junket, he will cheerfully okay, even encourage, a journey to England, Central America, or Alaska, to mention three recent examples, if they are in the company's interest.

Luther Miller says, furthermore: "Bob is intensely competitive and goes after a page of new advertising with the zeal of a freshman solicitor on his first call.



Bob writes a piece for *Railway Age* while riding the *Trans-Siberian Express*. The 3,277-mile trip, Moscow to Irkutsk, took him 5 days in 1958, when he was the first American tourist aboard that train in 24 years. He enjoyed every mile of it.

He presents to the world a conservative and graying-at-the-temples facade—a serious person. He is also a man who loves a pun, a borderline limerick, a Thursday night poker session with his salesmen, and a week-end cruise with his family."

Bob's first love is railroads—and his six railway magazines. But his recent appointment to an additional job, as publisher of the Simmons-Boardman monthly, the *American Builder*, did not find him totally unprepared. As a boy, with the help of his brother Hans and two friends, he built a whole miniature city in the back yard of his Philadelphia home.

"This tiny city," Julian Rogers wrote in *The Target* in 1934, "modern even to the last penthouse and aerodrome, is of reinforced concrete. Like any other city, it has been long in building (in this case 13 years) and is still in active process of construction.

"It started long ago when the then-small brothers erected a few buildings from cardboard and soap boxes. When these failed to weather a certain heavy storm, the young builders went into conference and selected reinforced concrete as a more permanent medium . . . It was imagined that the city (19 buildings, including skyscrapers, trolley station, etc.) was on a hitherto unknown island off the coast of Florida."

The story of that mythical city, named Lewistown, was told in a long history written, illustrated, and printed by the boys in their early own. Today, Bob and his second wife have five children, two grandchildren. Mrs. Lewis is an able mate for their 36-foot, 30-year-old boat, on which their amiable Pekingese, Sissy, goes along for the ride.

"Here's where my physical exercise comes in," he tells me, "and, most important, utter separation from the business world—the boss can't even phone me, 'cause I won't allow a phone or radio on board. My health routine also includes good food and an energetic schedule. Besides, I like to walk, leaving my car in the garage."

One mistake which he still regrets was standing at the depot in Hazleton, Pa., watching the Wilkes-Barre & Hazleton trolley going out and not riding it because he thought the $4 round-trip fare was too high, and learning a month later of the line's abandonment. Bob regrets, too, that he was not a little more aggressive in his attempt to buy the steam-powered Kishacoquillas Valley Railroad in 1940. He is convinced that if he had done so it would have made money for him during the war years.

In 1936 Bob succeeded in persuading the Pennsy to run its first "Off-the-Beaten-Track" excursion, the first fantrip operated by any Class 1 road not on a charter basis but available to the public.

"That trip flopped," he recalls, "but not so badly that we didn't try it again. The first trip, on June 12th, carried only 207 people, but at least the dining car was a success. Every passenger ate the dollar full-course lunch, and the car had to be restocked at Harrisburg. An emergency truck brought us a new supply of ice cream at Columbia.

"The second trip, two months later, was a substantial success, with 513 revenue passengers. In 1937 the Pennsy operated about 15 such excursions. One, over the Poughkeepsie bridge, ran in three sections. Those trains brought much-needed revenue in the Depression days, provided work for good railroad men sweating out the extra list, and created interest and enthusiasm for the industry."

In common with John W. Barriger, Rogers E. M. Whitaker, and Cecil J. Allen, Bob keeps a scrupulous account of railroad lines over which he has traveled. At present, his unduplicated mileage is over 107,000. But dwindling passenger service in this country makes it pretty hard for him to boost this figure. He also keeps a record of total rail miles traveled—well over 30,000 each year, even though lack of adequate inter-city train service and demands on his time make it increasingly necessary for him to fly.

"Of course," he adds, "I commute from my home in Red Bank, N.J., which adds nearly 90 miles a day, either by Jersey Central or Pennsy and PATH."

I asked Bob to mention a few of his pet gripes. "Read *Railway Age*," he says, "and you'll see how I feel about the kind of treatment that the railroad industry gets from its competitors. I dislike people who gab ceaselessly on commuter trains and those who take window seats, particularly in a Vista Dome, and then read a newspaper or fall asleep. I have no time for TV; I watch it less than two hours a year; and I think that the blatant pollution of our streams is a major crime against nature. Finally, I have an insatiable desire to go everywhere and see everything, especially by train, and I can't understand why everyone else doesn't.

"As for *Railroad Magazine* and *Trains*, they are different and let's keep 'em that way. There is plenty of room for both. I started to read *Railroad* in 1929, when it was called *Railroad Man's Magazine*, and still have most of the copies since then at home. Now and then I dig out an old copy and read some of its great fiction stories." ●

No, Bob is not getting a lesson in jujitsu or karate. Actually, he is discussing train couplings with two officers of the Thailand (Siam) State Railway in Bangkok.

Photographs of the Month

Due to wartime metal shortage, Norfolk & Western's 601 temporarily lacked a shroud.
H. Reid, 8549 Wayland St., Norfolk, Va. 23503

Buffalo Creek→ & Gauley No. 4. Our cover shows BC&G No. 13.

Photographed at Dundon, W. Va., in 1964 by Joseph A. Mannix, 33-18 161st Street, Flushing, N.Y.

Co-ed at University of Nebraska School of Journalism shoots a Union Pacific DD-35, No. 77, in North Platte yard, UP's largest hump yard, as part of journalistic assignment for the North Platte *Telegraph-Bulletin*.
Photo by Jim Seacrest of the Telegraph-Bulletin staff

Shay No. 1926 of Graham County RR. switches at Bear Creek Jct. before season's final tourist run, last Oct. 30th.
Col. James G. Bogle, 1749 Dyson Drive, S.E., Atlanta, Ga. 30307

Gulf, Mobile & Ohio road switcher, the→ only loco built by Ingalls Shipbuilding Co., vintage of 1946, was turned in recently to General Motors Division at La Grange, Illinois, in connection with the GM&O's purchase of 22 new 3000-hp. diesels, SD-40 series.

Three Views: Skill in the Making

Brotherhood of Locomotive Engineers conducts engineer training course on the Louisville & Nashville. (Big photo) W. J. Alexander, local chairman, BLE Div. 78, Louisville, Ky., keeps a close eye on an apprentice engineer. Other pix show three apprentices learning components of electrical circuits and (at right) on-the-job training. Twenty "graduates" recently have become L&N engineers.

Photos from Public Relations Dept., Brotherhood of Locomotive Engineers

The Only Locomotive of its Kind

Fogbound

FOG filled even the cab. Jim Moran, his hand on the throttle, bounced and swayed on the hard seat with the pitch of the rough-riding locomotive. Jim was twenty-four, tall, broad-shouldered, and slim-waisted. Ordinarily a twinkle lurked in the Irish blue eyes, but tonight over-fatigue had robbed them of brightness. His face and black hair were powdered with coal dust and he leaned heavily on the window arm-rest to keep from slumping into a heap.

The pounding Mogul, number 1226 on the Chicago & Western roster, was pulling more than her high tonnage rating. Now and then the low drivers lost their grip on the slippery rails and raced wildly. All that November day in 1900 the weather had been cold and freezing. Ice was everywhere. But with nightfall the temperature had risen, a warm south wind had sprung up, and fog was billowing across the rails.

Shortly before six that evening the crew had pulled into Chicago. The head brakeman, Bart Sanford, a thin pasty-faced youth, was cutting off the 2-6-0 to send her to the roundhouse and the men were congratulating themselves that another long weary trip was over, when trouble loomed up with the appearance of "Fatty" Bagley, the general yardmaster.

Fatty came out of his office, paddled over to Jim Moran, and said:

"Just the man I'm lookin' for! I want you to coal and water the mill, turn around, and head back to Clayton."

Clayton was their home terminal, 240 miles distant. The engineer asked wearily: "Giving us a caboose hop, eh?"

The G.Y.M. forced a laugh. "If I let you fellows grab your crummy and beat it, who'd move all the cars that keep rollin' in here and pluggin' up the yard? Fact is," he added confidentially, "I've got a nice train lined up for you."

"Like hell you have!" Jim flared up. "Well, this time you're calling another crew. We've already been on duty twenty-two hours."

"Yes, I know," Bagley soothed. "You boys are all in. You had a tough trip and you ain't seen the family for two days." He dusted imaginary ashes off his vest. "But freight can't lay around and there's no other crew—"

"At least give us a few hours' rest," urged the conductor, Bob Nevins, who was short and heavy-set.

"A few hours' rest, eh? Why, I'm doin' better'n that. I'm givin' you merchandise hotshot. You fellows should burn up the road and be in your own beds by midnight."

"I've heard that one before," said Nevins, his nerves near the breaking point, "and it don't go."

fiction story by JOHN JOHNS

"Did you fellows hire out to work or to loaf?" the official growled.

"We don't mind work," Jim protested, "but every man of us is worn out for lack of sleep. We're in no condition to take a train to Clayton or anywhere else."

Bagley's patience was wearing thin. "Men who can't railroad have no business on the C.&W. If I report you to the superintendent of the Chicago Division, know what he'd say?"

Silence was the only answer.

"Mitchell would say," the plump official continued, "'Give 'em their time and let 'em go home and sleep all they want to,' I can just hear him. But I don't want any man to lose his job—"

Nevins cut in: "I don't see you working yourself thirty hours at a stretch."

"I haven't time to chew the rag," Bagley said. "Either you fellows run this train or you don't work at all. It's up to you."

Bart Sanford tugged at Jim's sleeve. The hogger moved a few paces away and leaned his head toward the brakeman.

"There's no use arguing," said Bart. "Bagley's got us licked. He can pull us out of service for refusing duty. Jim, you got a helluva lot more to lose than me. I'm only a brakeman. I'm willing to go. What do you say?"

THE ENGINEER thought a moment. He was a new runner, set up but a few months. He knew that Bart spoke the truth. Why throw up your seniority for a little shut-eye?

"You're right, kid," he said, "but what about the brains? Will Nevins go along?"

"I'll get his ear. He'll see there's no choice in the matter."

Jim and Bart returned to the scene. They found the G.Y.M. and the conductor in a hot dispute. The brakeman beckoned Nevins to one side. Jim watched them out of eyes red with exhaustion. He saw the skipper gesticulate and Bart grab him by an arm. In a few minutes both men came back.

"All right, Fatty, you win," Nevins conceded. "Bring on your damn train."

Bagley smiled. "I thought you'd see it my way. You know, there's nothin' personal in me turnin' you boys around. I got orders to move the freight, that's all."

The crew listened sullenly.

"Another thing," he went on, "I got all the air cars ahead. There must be fifteen cars equipped with airbrakes and I put 'em all together on the head end. All the non-air cars are on the rear. How's that? Now, Nevins, you and your boys won't have to get out and tie 'em down with clubs every time Moran wants to stop."

"Well, that's something," agreed the conductor. "But it doesn't change the picture. We're still in no condition—"

"Yes, yes, I know," the G.Y.M. agreed. "We don't hafta start that all over again."

"I said I was taking the train, didn't I?" Nevins replied tartly. "But let me tell you, some day there's gonna be a law against working men all day and all night without rest. You wait and see."

Fatty shrugged his shoulders. The engineer ran his Mogul over to the roundhouse, then turned her around, stopped at the chute and loaded up with coal.

Fog gradually spread its dank fingers over the yard. It was pressing down on shadowy lines of reefers and coaches, on dim lights, on dull wet rails, and on human wraiths that took form out of nowhere and vanished into oblivion.

It was eight o'clock when Jim Moran whistled off. The redball freight, loaded above the Mogul's tonnage rating, rumbled out of Chicago thirty minutes ahead of *The Owl* express.

AND NOW, an hour later, with fog still swirling around like gray smoke, Jim peered out the cab window. His eyes burned. If only he could close them. But he dared not take his gaze from the murk into which he was plunging his crew, his train, and himself.

He knew the dispatcher had confidence enough in him to let the hotshot step right along. Without a stop they covered the seventy miles to Desmond. The towerman at that point switched them onto a siding so that the passenger train, also westbound, could thunder on down the main and pass them.

Jim eased his engine onto the sidetrack. Bart crossed the cab and said: "You did a swell job, Moran! Dispatcher gave us a nice shot here to Desmond. It's only ten-thirty, and we're halfway to Clayton."

"If we do the next seventy miles in just as good time," chimed in the fireman, who was a boomer, "we'll get home just after midnight. Is this your regular mill?"

"Sure is," the engineer said proudly. "She was in bum shape when they first gave her to me. But I got chummy with the day roundhouse foreman in Clayton. McGinnis is a great guy. He had the boys fix her up some, and I finished the job on my own time."

"She's a good steamer," said Bart.

"And the valves are set right," Jim added. "There isn't a blow out of her. She rides hard, though, and pounds like the devil, but she can pull 'way over her rating. Did you see how she walked right away with our heavy train?"

"Here comes *The Owl*," said Bart, "right on our tail!"

The freight coasted down the siding. Jim squinted out his window, watching for the dwarf signal that governed movement onto the main. He could barely distinguish landmarks. When he caught a fleeting glimpse of a toolhouse he knew the distance to the switch and signal. Alert, tense, the engineer peered ahead. His tired eyes picked out what seemed to be a pin-point of green light. He waited, sighed with relief. The pin-point was the dwarf.

Jim slowly notched the throttle. "We got the bug to go," he called over to Bart and the fireman. "Clayton next!"

He rolled out onto the main. As they passed the signal tower, the towerman opened a window and, with his lantern, twirled a highball. The hogger answered with two short blasts of the whistle.

"There's nothing behind you but Number One," the brakeman shouted across the cab. "We've got an hour on her."

Jim nodded and widened on the throttle. The old girl shot sparks into the sky and jerked ahead, straining herself to get the heavy freight rolling. Bart scrambled back into the tender. He shoveled coal forward, within the fireman's reach, so that the boomer would not have to dig for it.

JIM WATCHED and waited for the first block signal, the silent sentinel that stood guard over train movements. Somewhere in the gloom-shrouded night a passenger train was speeding to keep a schedule. *The Owl*, Jim reasoned, should be miles ahead of them by now. But any one of a dozen mishaps could have stopped it, holding the train at a standstill in the gray wilderness.

The engineer could see the gleaming semaphore light, dimmed by mist, only when he leaned from his cab window. Even then it was visible for but a split-second as it flashed by. To miss a signal under such conditions was easy, and was comparable to a ship captain losing his bearings in a fog.

There was a faint glow, but Jim caught it. White, clear, *The Owl* was obviously some distance ahead. How far, he had no way of knowing. But of one thing he felt reasonably sure: the track ahead was clear for a few blocks. Even so, Jim was alert, ready for a rear end to loom up out of the mist. Automatic block systems in those days were subject to signal failures. The worst that could happen was for the signal arm to remain at clear instead of rising to a horizontal stop position.

Bart Sanford stepped over to the side of the engineer and shook his head. "Holy Mother of God, what a fog!"

Jim again pulled out the throttle another notch. "I'm running blind," he said. "I barely caught that last signal. The bug was clear. I can't see a thing. I'm guessing half the time where we are."

The brakeman gasped. "You mean you ain't always sure where we are?"

"Are you, Bart?"

"Why, no. I'm depending on you. But if *you* don't know where we are all the time—Hey, can't you even pick out landmarks? You know, like the white house at Belmore?"

"Don't get excited," Jim advised. "I'm running on signal indication, and sounds. I have a pretty good ear. I can tell when we're passing certain things. We'll be passing that big rock just before we come to Willowtown. Stick here and I'll show you what I mean."

The brakeman remained standing behind the engineer, tense and wide-eyed as if he expected something to happen. The freight was rolling rapidly. When it had covered a distance of three miles, Jim heard a roar from the left.

"There, that's it!" he cried. "The big rock—its echoing the noise of our passing. Wait! We'll soon be going through Willowtown. You'll be able to see the depot."

Two minutes later he directed Bart's attention to a building swathed by the dank fog.

"There's the depot, we're passing Willowtown. Next we'll get the rumble of crossing the bridge at Swan River. Then, when you feel us on a long curve, you'll know we're coming into Forest Bend; and when we cross another bridge we'll be passing Steuben."

"I wish to hell we were out of this damned fog," the brakeman said, returning to the opposite side of the cab.

RESTING a hand on the throttle, Jim Moran moved his aching body back and forth on the seatbox. Cold, damp air blew in through the open window. Billows of fog poured around him like smoke. The engineer sensed that they were coming to another block signal. He leaned out and looked for it. Presently he picked up a pinpoint of light, and saw the white glow as his cab moved under it.

Then he settled back on the seatbox. His eyes throbbed from lack of sleep. Visions of a clean, soft, white bed, with the soft-fleshed wife sleeping beside him, reaching out her arms to him, danced through his mind. The trip was torture, but they would soon be home in Clayton. And bad as was their discomfort, they were not in trouble. Bart was a sensible fellow, Jim reflected. Bart knew that, if they had refused to obey Bagley, they'd be out of service.

Jim shuddered. What a close shave it had been. He visualized the new house on East Street in Clayton that he had built for Martha and how he had carried her as a bride across its threshold.

A rumble cut into his thoughts. He recognized the sound of a train on a bridge. The boomer fireman slammed the firebox door and looked up at him.

"We're crossing Swan River," Jim offered. "There's a block signal just west of here."

The freight roared onto firm ground. Again the engineer craned his neck out the window. Presently he glimpsed the smothered glow.

"Clear block!" he cried jubilantly. "I'm going to town now."

Jim pushed the 2-6-0, but at the same time saved the fireman as much as he could. He got a good roll on the train and tried to find an easy spot on the hard cushion for his weary body. He had nothing to do but ride and catch the block signals as he thundered beneath them.

Inactivity made him drowsy. Twice he caught himself as slumber was overpowering him. Miles, weary miles, miles of agony! Jim gazed out his window and let the damp air blow on his face. He was in a stupor.

The train rocked onto a long curve, the car-wheel flanges screeched; and he stood on his feet again, looking for the signal. The long curve told Jim that he was approaching Forest Bend. And there a semaphore stood a hundred feet west of the station.

Again he caught the block, a blot of white dimmed by haze. He waited until the boomer opened the firebox to put in a fire; then he looked across the cab. Bart was leaning against the cab frame, his head down.

Jim called over to the fireman. "Boomer, wake up the shack for me. He's got to keep his eyes open tonight."

The fireman jeered: "Bart's all right. He ain't in my way. I'll be needing coal soon and then I'll wake—"

"I want him to watch for these blocks," the hogger explained, too tired to challenge the fireman's impudence in questioning an order from him.

"I get you." The fireman spoke cheerfully, now that he understood the reason for the request. At first he had been hostile because he knew that some engineers prohibited brakemen from sleeping in the cab.

BEFORE waking Bart Sanford, the boomer said: "I'd be glad to take the throttle for a while, Moran, but I don't know the road. And on a soupy night like this I wouldn't know if I was on the C&W or the Indian Valley Line. Besides, if I ever hit that seatbox, I'm so tired that I'd fall asleep."

"Thanks," said Jim. "Yes, I'd better stick here. Get Bart on his pins!"

The fireman crossed the deck and shook the sleeping brakeman. Bart required a lot of physical persuasion to wake up.

"What's the matter?" he yawned.

Briefly the engineer told him, speaking loudly above the locomotive's roar and pound. The sleepy brakeman was far from amiable.

"If you can't see these signals yourself," he growled, "you need an eye test."

"Never mind the lip," said Jim. "I want you to answer me when I call a block. This damn fog is getting worse. If I wasn't so sleepy I wouldn't ask."

He was satisfied with the manner in which Bart repeated the next few signals. Then the brakeman walked the few steps to the engineer's side and said he was going back to the tender to shovel ahead some coal for the fireman.

Soon the Mogul was on a bridge. A rumble, the roar of wheels on a wooden frame in the air. This was the bridge coming into Steuben! Jim was on his feet, leaning far out his window. His eyes probed the white curtain that hemmed them in. Vainly he sought the semaphore. Why, of course, he was crazy to be looking for the block. He was only rumbling across the bridge, while the signal was located to the east, just a few feet from the place where trains rolled onto the steel span.

Jim forgot his tortured vision, forgot everything except one terrible fact: he had missed a signal! In some manner he had failed to see the semaphore located to the east of the bridge. He had run a block! The realization sent him into a cold sweat. He tried to think. Time was precious.

He was following *The Owl*, and the blocks had all been clear. Wait! Another signal was located less than a mile away, a few paces beyond the Steuben depot. Wait! Sure, it would be white, indicating the block was clear. But what about the previous signal, the one he had missed? Suppose it had been green, mutely informing him that the next signal would be red? In that case, the block was occupied; somewhere within its three-quarter-mile length there was a train.

Yes, supposing the limited was stalled in the fog? Jim wouldn't be able to see anything until suddenly there was a crash. He withdrew from his window, nervously closed the throttle, and began to apply the air on the fifteen head cars equipped with airbrakes. Inwardly he gave thanks that the train had such braking power.

A SOUND of escaping air drew the fireman's attention. The sudden shutoff, the bunching of slack which sent the train against the Mogul brought the brakeman scrambling down off the coal. He climbed over the coal boards, landing almost at Jim's feet.

"What's going on?" Bart and the boomer asked in chorus.

"I missed that last block." the hogger blurted out as he worked frantically to slow their speed.

"How do you know it wasn't clear?" the fireman inquired.

"I don't," said Jim Moran, "but just suppose it wasn't."

"Why don't you wait until you come to the next one before you stop?" the fireman piped up. "You got a swell roll on this hotshot."

The engineer scowled, "Do you know the indication of that last block?"

"I didn't even see it."

"Bart, do you know what it was?" Jim asked anxiously.

The brakeman shook his head. "How the hell could I see anything? I was back in the tank pushing coal. But I don't think you missed a block. You probably dozed off a second, and imagined you passed one."

"You don't know what you're talking about." The nerve-wracked engineer raised a hamlike fist. "Say that again and I'll knock your block off."

"I'm sorry," said Bart, "but I still don't believe you passed a signal."

"I know I did," insisted Jim, now successful in slowing down the freight.

"This crazy stop is gonna cost us an hour's delay," the boomer grumbled.

The brakeman shook his head. "And the dispatcher'll hold us at Round Robbin for Number One! More time lost, just because you got an idea—"

Bart did not finish. Two torpedoes exploded. The men ran to windows and gangway and stared ahead. Jim now had the freight under control and was moving at a slow rate, as though he knew the next block was red.

Suddenly the brakeman cried: "Hey, a flagman right here!"

A tall ghostlike figure in trainman's uniform took shape and climbed into the cab, with red and white lanterns dangling from his arm.

"Take it easy, boys!" he said. "*The Owl* is just the other side of the depot. Our rear end is only a few feet the other side of the signal. You sure made a great stop. I could hear you coming, and I figured you'd pile into us before you could get stopped."

"I got fifteen cars of air on the head end," said Jim, his hands unsteady.

BART and the fireman, with white faces, were seated across the cab. Neither could speak. They avoided meeting the engineer's eyes. Jim saw they looked sheepish.

If he hadn't been firm in his resolution to stop, after insisting he had missed a signal, the Mogul would now be buried in the debris of *The Owl*. At the speed they were going they would have split several sleeping-cars, would

have plowed right up the center. Instead of the sound from the engine, the gentle hiss of steam and croon of the air pumps, the night would have been filled with screams. The wrecker would take two days digging into the twisted mass to get their bodies.

Jim handled the throttle gingerly. He fed steam in small amounts, pulling out the throttle a little and then gradually shutting off. He had to creep. Somewhere, a short distance ahead, a red block and a standing passenger train were hidden behind the fog curtain. Cautiously he inched toward the signal.

The flagman off *The Owl* stood in the gangway on the right-hand side, squinting into the murk for a glimpse of the block. The freight had traveled several hundred feet, when he yelled: "Stop! You're at the signal!"

Jim had seen it, too, and was already applying the brakes. When the freight stopped, the passenger flagman started to descend from the cab. Quickly the engineer stepped down from his post and placed a restraining hand on the man's shoulder.

"Say, bud," he said, "I forgot to ask you—why did *The Owl* stop? Steuben is no regular scheduled stop."

"You got me," came the reply. "We stopped in a heap. I grabbed my lanterns and beat it back to flag."

He moved down the cab steps. Jim took a white lantern and followed. The passenger brakeman climbed onto the rear of his train, while the freight engineer continued toward the head end.

Using the side of *The Owl* as a guide, Jim made his way to the head end, to find the train baggagemaster coupling the hoses between the baggage car and a coach. Billy Milton, *The Owl's* engineer, was holding a bunch of burning waste to illuminate the scene.

"Hell-o, Billy!" Jim greeted. "I expected you'd be in Clayton by now."

Milton grunted disgustedly. "Damn this fog! Sure, I'm due at Clayton now," he said, looking at his watch, "and I'm still forty miles away. First we get low steam. That teakettle of ours couldn't roast peanuts. Then a brake sticks on one of the sleeping-cars. And finally I pull loose a drawbar on the smoker trying to get out of town, after I make a grandstand stop at the depot here. And all this trouble happened after I'd passed Desmond on time."

"I know," Jim sympathized. "I was in there for you to run around me."

MILTON whistled between his teeth. "And you're up behind me already? Well, that goes to show you how much time I dropped. Say, did you notice that block signal just before you hit the bridge coming into town?"

The freight engineer was in a quandary. As he had not seen the signal he didn't know what to answer. He could say that he had missed it. Milton was known to be tight-lipped, but pride prevented Jim from making such an admission.

"You mean the signal about a hundred feet east of the bridge?" he hedged, hoping for an opening.

"Yeh, that one," said the passenger engineer, slightly annoyed. "It should have showed green for you when I stopped here, but it didn't."

"Sure, I know," said Jim.

"But you got no indication, neither did I," said *The Owl's* engineer. "The damn thing was out. Both the fireman and I were looking and we saw it all right, but it was out. The arm was down. It's bad enough that the lamp was dead, but suppose it wasn't working and stayed clear."

Jim Moran twitched uneasily. The other man continued to speak.

"I didn't know you were so close behind me. I took a helluva chance when I stopped. You might have missed the block and plowed into me. Anyway, I made a nice mess of it by stopping. When I saw the bug was out, I slapped on the air. I figured on spotting the engine in front of the depot so I wouldn't have far to walk when I went into the telegraph office to report to the dispatcher."

Jim nodded in silence.

"Dispatcher's putting out orders to trains going west," Milton said, telling them about the bug being out. "I guess you were following so close behind me that he did not have a chance to give you a message."

"Yes," Jim agreed. "I saw the block was out, but I could not see the position of the arm, so I decided to stop and crawl up to the next signal, stop here and report it the same as you. But since you've told the dispatcher—"

"No need of you doing it now," said Milton. "But, pal, you sure got a good eye. And you sure used your head."

The freight engineer edged away. "Guess I'll mosey back to my train. You'll be highballing by the time I get there."

JIM CLIMBED shakily into his cab and Bart, his head brakeman, and the boomer fireman looked at him with fixed gaze.

"I hope tonight will be a lesson for you fellows," he began, "It's only by the grace of God that we're all alive and that a score of passengers are sleeping in *The Owl* instead of being killed. A man who ignores a block signal is taking a criminal risk."

"You're right, Moran. I'm sorry."

The boomer fireman offered a calloused hand. The engineer gripped it heartily.

"I didn't want to lose the time any more than you fellows did," said Jim. "But there's Milton with *The Owl*. He was plenty late, yet he thought enough about the lives of men on trains following him to stop and drop more time while he reported the signal light was out—"

"Out, eh?" Bart Sanford echoed. "No wonder you didn't see it."

Jim turned to the fireman. "Boomer, I want you to say nothing about tonight. I missed that signal and it's only because I didn't want to run a block—"

"All right," came the reply. "If anyone asks me, I'll say you saw the light was out and were gonna stop and report it."

"Same here," Bart chimed in. "I owe my life to your common sense. What do you say? I'm sorry, too. Shake!"

Jim took his hand and slapped him on the back. "One good turn deserves another," he quoted tritely. "If you hadn't talked with me last night about that order of Bagley's I'd sure as hell be out of a job now."

Meanwhile, *The Owl* was moving ahead into the fog-plastered night. Jim whistled in his flag and followed. He ran cautiously and stopped at Round Robbin for water. Then he proceeded to Clayton, end of the run, with no further incident.

At last, at long last, the weary foot-bound railroaders had come home. They had brought the freight into the terminal in one piece, there were no casualties, and every one was ready to tumble into bed as soon as possible and sleep the clock around.

Steve Maguire's

TRANSIT TOPICS

BAY AREA Rapid Transit trains through Berkeley, Calif., will run underground, due to a favorable vote by city residents on a $20 million bond issue to pay the cost. While the proposal needed the support of 60 percent of the voters, it actually received over 80 percent. BART had proposed an elevated route instead, but civil rights leaders contended the "el" would have created a "Berlin Wall" in the city by dividing most of Berkeley's 35,000 Negroes from the white people.

Steve Maguire

The vote demolished BART plans to combine a 12-block downtown subway with 2½ miles of elevated tracks snaking through the center of town. BART told the officials that if they wanted more underground trackage, the citizens would have to vote money for it, which is exactly what happened. We thank Ralph Kerchum, 4350 Brigeview Dr., Oakland, Calif., for this news.

MEXICO CITY will buy 220 trolley-buses to be used to open service on seven new lines, reports Luis L. Torrealba, Panama 705, Apt. 838, Mexico 13, D.F. No streetcars are involved in the new service, which will see two new, long, crosstown lines, three extensions of existing trolley-bus routes, and two more alternate routes of existing trolley-bus lines. In all, there will be 36 additional miles of trolley-bus lines.

The Veracruz cooperatively-owned trolley system, which could not afford to buy the old PCC's offered to it by Canada's Toronto system, is now repainting all its cars from the old yellows and reds to white with a red trim.

WE TOLD you briefly last month about the new electrification of 5.2 miles of passenger track on the Reading's Fox Chase branch. A total of 46 trains now run on it every week-day, 13 more than the number of rail-diesel trains that formerly linked Fox Chase with the Reading Terminal.

The City of Philadelphia financed this job but the Reading itself installed it. One big advantage is permitting an interchange of electrified Reading passenger equipment with other branches in the area between Fox Chase and the Terminal, 11.1 miles. All seven of the Reading's suburban passenger branches are now electrified.

Electrification runs between Newtown Jct. and Fox Chase; 75 percent of it is double tracked. An 11-kv setup was made on track recently installed to help improve operations, reduce maintenance, and assure longer service life. This rail weighs 130 pounds per yard or heavier and replaces sections of 100-pound rail. Included is a new remote-control signal system: Wayne Jct. tower, six miles from Fox Chase, controls signals for the entire new segment.

ANOTHER major new electrification is due for completion late in 1969 on the 20 miles of New York & Long Branch Railroad track from South Amboy, N.J., where electric operation now ends, to Red Bank, N.J. Service will be provided by the Pennsy, which runs over NY&LB rails jointly with the Jersey Central. The project, estimated to cost $30 million, includes buying 40 new, high-speed, electric cars for the line, which runs into New York's Penn Station. The Federal Government is expected to kick in nearly half the total cost.

The plan, along with three others in New Jersey that call for main-line electrification, has long been on the drawing boards of the N.J. Railroad Transportation Division, but the public announcement was withheld until it was thought to be politically advantageous in a pre-election campaign. This is unfortunate. The public is entitled to know of major plans for electrification at the earliest possible date.

In future years the NY&LB electrification will be extended south for another 10 miles to Asbury Park and then, in its final phase, for the last 10 miles to Bay Head, terminus of the NY&LB, according to still unannounced plans of N.J. Railroad Transportation Division.

Massachusetts Bay Transit Authority: (Top) View of the Mattapan Square terminal and car No. 3206. (Lower) Car 0546 heads a train on the Revere Beach Line.
Photos by Steve Maguire, Box 51, Belmar, N.J. 07719

NORTH JERSEY CHAPTER of NRHS has acquired the fine, large collection of negatives of the late Howard E. Johnston, Plainfield, N.J.—mostly views of trolleys in eastern U.S., some steam shots—prints of which are available at modest cost. For details contact Albert Creamer, 46 Glen Rd., Millburn, N.J. 07041.

"A FRANKENSTEIN MONSTER" is what Chief Justice Benjamin R. Jones called the Port Authority Transit (PAT), in his comments on the Allegheny (Pa.) Housing Authority. We learn this from Richard Dadowski, chairman of The Study for Coordinated Transit, 4212 Davison St., Pittsburgh, Pa. 15201.

So far as PAT is concerned, commuters and taxpayers should merely "pray, pay, and be silent." With only 2½ years of actual operation behind it, the Authority expected a $5.6 million deficit for 1966. Apparently no one in Allegheny County, Pa., can do a thing about it, because PAT is autonomous.

The Board of County Commissioners, the three-man panel of elected representatives, has the right to approve or reject PAT's fiscal budget and requests for more funds. But it doesn't have the right to inspect the Authority's books to see how the money is spent. Only the state Legislature could do this.

An equally bad feature of PAT's charter is a lack of protection for commuters. PAT can arbitrarily boost fares or leave riders stranded, as it has done in many parts of the county, by eliminating routes, reducing lines, or shortening schedules.

Moreover, building a rapid transit system is not one of the Authority's specified duties. According to its charter, PAT's function, aside from promoting Pittsburgh's waterways, is to provide a unified transit system. The Authority is fulfilling the letter, if not the spirit, of this obligation by developing a $25 million unified bus system. PAT has a rapid transit plan under study. But its charter has no provision to pay for construction—the essential ingredient needed to materialize the plan.

PAT's tactics remind you of the St. Louis Transit Authority, which formerly employed John W. Dameron, PAT's executive director and general manager. Five years ago the Bi-state Transit System hastily eliminated the St. Louis streetcar system on the premise that the move was prerequisite to rapid transit development. Then, the Authority set up a long-term bus system, while "planning" a rapid transit system. But no rapid transit system has yet appeared.

The autonomy of the Authority enables it to withstand pressures of the Bi-state Industrial Development Agency, counterpart of Pittsburgh's Regional Industrial Development Corporation. The Agency wants rapid transit. But Bi-state Transit has repeatedly said, "No." It clings to the fallacy that buses can do the job, even though St. Louis is engulfed by traffic jams and much of its downtown consists of parking lots.

From time to time Bi-state Transit has gone so far as to propose tax-supported private highways for its buses, as Dameron has called for similar roads in Pittsburgh. Such plans are self-defeating. They cure nothing; they only cost the taxpayers money. Under such proposals, buses would still feed into the city's crowded streets, once they left their private highways. But neither Bi-State Transit nor PAT's John Dameron will face the reality that bus transit is obsolete.

CORRECTION. A gremlin gummed up the caption of the middle picture on page 45 of January *Railroad*. That Brisbane tram was the latest (not last) one built, and is still running.

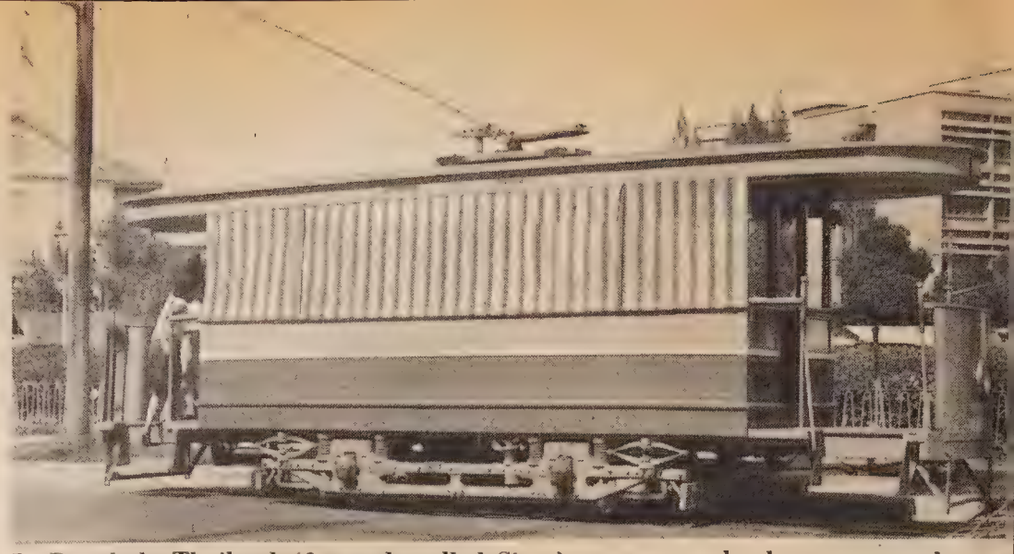
LONDON'S new underground (subway) will be finished next year. The Victoria line, 10½ miles of two-way underground tube, is badly needed. Britain's capital has a population of 8,000,000 people, who own 1,200,000 motor cars and use them to clog the city's traffic. The new route will cut by half tedious journeys into and out of the city's center. It will provide for the first time a direct link between four of London's main-line railway stations: Victoria in the south and Euston, Kings Cross, and St. Pancras in the north.

London Transport runs the bus and underground. Five years ago the bus services showed a profit. Today the accounts are red. Cause: the double-decker buses get marooned by traffic jams in morning and evening rush hours. The new subway line is one means of easing the burden on narrow 18th century streets.

A double-decker bus service, with stops every quarter-mile and no overtaking, which runs 100 buses to the hour, can handle only 8,000 passengers. This is a very sound reason for an enlarged tube service, which will have the capacity of 11 motorway lanes. Such a system running at a rate of 40 trains each hour could handle a maximum load of 30,000 persons (if passengers come at an even rate).

Another new subway route has been proposed to run from Lewisham in southeast London, touching Fleet Street and ending up at Baker Street, where Sherlock Holmes supposedly lived.

A BEAUTIFUL 1967 electric railway wall calendar, 11x17", with spiral binding, showing 13 large, nostalgic traction views, is available at $1.50 from Golden West Books, P.O. Box



In Bangkok, Thailand (formerly called Siam), motorman hooks up cowcatcher at Thomassat University terminal. Striped curtains protect against intense heat.

John H. Vogel, Contracting Officer's Representative, c/o Hq. USASTRATCOM, Thailand, APO San Francisco 96346

Open car 1850 from Rio de Janeiro in service on Connecticut Electric Railway museum line at Warehouse Point, Conn.

Photo by Stephen D. Maguire

8136, San Marino, Calif. 91108. A companion calendar featuring steam costs the same price. Both calendars, $2.75. The company also sells a weekly diary in railroad photo-calendar form, 7½x 5½", with steam and electric pix on 56 of its 108 pages, $2.

Trolley Museums

THE FIRST trolley from Rio de Janeiro, Brazil, to be placed in regular service in the United States—open car No. 1850—is running at the Connecticut Electric Railway museum, Warehouse Point, Conn. (See page 18) A dozen such cars were imported for U.S. museums in 1965. Most of them arrived in poor condition and were sent to various locations in the East. Warehouse Point received three, including the 1850, which underwent extensive repairs and has been repainted Rio's dark green.

The three cars had hardly arrived when all of their controllers were stolen! It seemed impossible at the time to replace them locally. However, the Connecticut Electric people fortunately discovered that some trolleys recently obtained from New Orleans had the same type of controls and they found a local plant that made new controllers from the New Orleans sample. Thus they now have enough for the open cars—at no cost to the museum.

Last summer the museum extended its operating track for about 1000 feet beyond Winkler Road, the former end of service. Rail is already in place for an additional quarter-mile. Alas, a 1400-foot roll of copper wire, left out one night, disappeared by morning! Now the museum is looking for a new supply of copper wire to extend its run. It is also looking for the thief.

Sixty-one persons, including two men on *Railroad Magazine's* staff, Art Knowles and your *Transit Topics* editor, enjoyed the annual rail and bus trip last Oct. 30th to Connecticut's two trolley museums, sponsored by Branford Electric Railway Association (see page 17). We visited both Warehouse Point and Branford. Buses transported us the 50 miles between those points.

At Branford we found ourselves on the first trip made under BERA auspices by ex-Connecticut Co. private car 500. As we started, the trolley pole left the wire and banged on the roof repeatedly before the car stopped. Your writer quickly got off at the front door, looked back and saw that the trolley pole, after leaving the overhead, had hit a span wire. The wooden pole to which the wire was attached had broken off at the base and fallen onto the car roof and finally rested on the overhead wire just behind. A work crew soon cut out the pole and restored normal service. Branford Museum is engaged in replacing its old poles. The mishap, emphasizing the need for such replacement, luckily did no damage except to the pole itself.

ANOTHER ex-Rio open trolley, No. 1779, renumbered 2, has been rehabilitated and is ready for use at the Magee Transportation Museum, Bloomsburg, Pa. In fact, it has already made a test run there. The Magee operation will open for the public this spring, by which time its second ex-Rio car, 1758, now 3, also should be ready to carry passengers.

We learn from Ed Blossom, 215 E. 6th St., Berwick, Pa. 18603, who has been working on the museum's cars for a couple of years, that the recent opening of interstate motor route 80 as far west as Bloomsburg should bring many additional visitors who, driving on the new fast road, stop off to see the exhibits. The Magee setup also includes old collections of highway transport and carpet-industry antiques. Harry Magee, chairman of Magee Carpet Co. board, is the driving force behind the new museum.

ALTHOUGH the Illinois Railway Museum at Union, Ill., used only about a mile of track last July 17th when it began trolley operation with ex-Illinois Terminal car 415, piloted by Bob Knosbruck, it owns more than 5 miles of abandoned right-of-way of the old interurban Elgin & Belvidere and aims eventually to replace rails on the entire distance.

Another museum line in the same state is operated by the Railway Equipment Leasing & Investment Co. (RELIC) on part of the now-electrified trackage of the Aurora, Elgin & Fox River at South Elgin, not very far from Union. Our December department had the story.

PUBLIC operation on the Bay Area Electric Railroad Association property at Rio Vista Jct., Calif., began last September 4th. Trolleys run there each Sunday afternoon. Among them are Key System 271, originally a Lehigh Valley Transit car, and San Francisco Municipal Ry. car 178. The Associations mailing address is Star Route 283, Box 150, Suisun City, Calif. 94585.

TROLLEY BASE SPRINGS and specifications for their proper tension, etc., are needed by Orange Empire Trolley Museum, Box 458, Perris, Calif. 92370, which has several cars it can't run because springs are broken.

PHOTOGRAPHS of the old Boston & Worcester are desired by Seashore Trolley Museum for use in a revised history of the B&W to replace an older issue, now out of print. Contact Historian O. R. Cummings, 105 Theresa Court, Manchester, N.H. 03103, if you have such views to loan him. Credits will be printed and photos returned.

Farewell run of the Georgia Power's river line with car 978 in April '49.

Elmer J. Braswell, Jr., 1581 Melrose Ave., S.W., Atlanta, Ga. 30310

Brooklyn snowplow 9800 (Taunton, 1898) clears main line of Branford museum.

Photo at left by E. Jay Quinby, 30 Blackburn Rd., Summit, N.J. 07901

(Left) Cecelia Clapp, trouble-shooter, stands beside the little Hamburg trolley. (Below) Branford Electric Railway: Parlor car 500 at Sprague Building.

We Need More Cecelias

ENTHUSIASTIC delegates and members, more than 50 of us, including your writer, enjoyed the annual meeting of the Association of Railway Museums last October 22nd and 23rd, a weekend, at Seashore Trolley Museum in Kennebunkport, Maine. Most of the nation's trolley museums were represented. With unseasonably mild weather and flaming autumn colors in the woods, we found the special rides delightful. There was one hitch, though. Genial E. Jay Quinby (No. 8 in *Railroad's* series of *Interesting Railfans*), tells about it.

"We were crowded aboard the little 4-wheeled *Strassenbahn* from Hamburg, Germany," he writes, "for a joyous safari over the line. The trolley bobbed through the woods toward Biddeford and at length stopped at the end of track. There a blue-ribbon crew reversed the pole for the trip back. But the *Strassenbahn* refused to budge. One skilled technician after another tried various remedies.

"For a moment, our attention focussed on the T-handle of the circuit-breaker which was mounted over the motorman's position in this single-ended trolley. There an inscription set forth: *Dem Fahrer ist die Unterhaltung Wahrend der Fahrt untersagt.* A German student, with the aid of a pocket dictionary, translated this gem: 'To the Motorman is the conversation during the journey prohibited.' Well, that didn't seem to help us. So one member unlocked a telephone box on a nearby pole, twirled the crank, and reported our plight to the dispatcher at headquarters. DS agreed to send help. We rather expected to see a work car appearing around the bend to drag us back down the line. Instead, a lone figure hove in sight, trudging over the ties. The grinning trouble-shooter, Cecelia Clapp, was clad in her customary dungarees but carried no tools, no fuses, no implements nor blueprints.

"'What's the matter boys?' she asked. "'We don't know,' one of our experts replied. 'This car won't move. We've tried everything we could think of.'

"Cecelia gazed through steel-rimmed spectacles at the T-handled switch we'd been experimenting with. Unhesitatingly she walked to the rear of the *Strassenbahn*, stood on tiptoes, and flipped a similar switch over the *back* platform, saying: 'Okay, take it away!'

"Upon moving the handle of the Siemens controller we were surprised, but embarrassed, to find the car start normally, and it rolled smoothly on the return trip with its redfaced 'experts.'

"Every trolley museum should have a Cecelia. Were it not for the ethics involved, we of the Branford setup might be tempted to kidnap Miss Clapp.

"Later on, as we were leaving the place, we observed her crawling beneath Seashore's Montreal sightseeing car, probably in search of gremlins."

New Electric Publications

THE INTERCITY ELECTRIC RAILWAY INDUSTRY IN CANADA, by John F. Due, 118 pages, 7x9″, with hard cover binding, is published by University of Toronto Press, Toronto 5, Ont., Canada, to sell at $3.95. This is a supplement to the much larger book, "'The Electric Interurban Railways in America," put out in 1960 by Professor Due in collaboration with George W. Hilton.

The first book treated Canadian interurbans rather sketchily, but the new one goes much deeper into their history and economics. Particularly interesting is the account of Ontario's Hydro Radial system which, between 1912 and 1922, built a fair-sized network of traction lines under the leadership of Sir Adam Beck. Sir Adam envisioned many more such lines but ran into political setbacks that ended his interurban career. Every one of his inter-city lines is now gone; Professor Due explains why.

Incidentally, Due and Hilton have recently found themselves on opposite sides of rapid transit controversies in the United States.

LOCOMOTIVE, TROLLEY AND RAIL CAR BUILDERS, an All-Time Directory, by Ian Arnold, 64 pages, soft cover paperback, 6x9″, is published by Trans-Anglo Books, Main P.O. Box 2252, Los Angeles, Calif. 90093. Price $1.50. This handy reference work lists all builders of locomotives, trolleys, and rail cars, past and present, giving dates of operation and types of equipment produced. Illustrations include photos and quaint reproductions of old car builders' advertisements. We predict a heavy sale for this helpful booklet. ●

Historic Car Saved

FIRE recently threatened the sleeping car *Denali* in which President Warren G. Harding rode in Alaska in 1923 to drive the Alaska Railroad's last spike, reports Walt Thayer. Upholstered in red plush, paneled in dark mahogany, with nine-branched candelabrum, the car carried Mr. Harding to Alaska, where he suffered a stroke after receiving a coded message from Washington that the Teapot Dome scandal was about to discredit his administration. The *Denali* then bore him southward and he died in San Francisco.

This once-luxurious sleeper and two freight cars were on a railroad siding in Fairbanks four feet from a warehouse that had burst into flames. A fire company arrived. Fireman Bill Johnson took a line, worked himself in between a smoking boxcar on the siding and the warehouse, and used a hose freely.

Meanwhile, another man uncoupled the Harding car and pretty soon a truck pulled it to safety. After that, the *Denali* remained on the siding while her blistered olive-green paint and yellow lettering were restored. Then she was refurbished for the Alaska-67 Centennial Exposition to open this year. ●

Steam-Turbine Locomotives

by Lester C. Harlow

THE PRINCIPLE of using a steam jet to drive a wheel has been around longer than that of the piston. Over the years many ideas have been proposed to drive a locomotive with a steam turbine. Only four steam-turbine locomotive designs were actually tested in mainline operation. The only four roads which actually built and tested them were the Pennsylvania, Chesapeake & Ohio, Norfolk & Western, and Union Pacific.

In 1944, Baldwin built a direct-drive steam-turbine locomotive for the Pennsy, a 6-8-6 carrying road number 6200. Her appearance was similar to their other large steam locomotives, except that on the side she had a large round drum (about the size of a truck tire) and a large pipe leading from it. This was the turbine unit. It was connected to the driving wheels through a gear arrangement.

The locomotive weighed 925,000 pounds and developed 75,000 foot-pounds forward traction and 65,000 pounds in reverse. She was tried out extensively west of Harrisburg because of clearance problems in electrified territory. Test results indicated she had possibilities.

The C&O received three steam-turbine locomotives from Baldwin in 1948, Nos. 500, 501, and 502. Each was 140 feet long, weighed 1,194,000 pounds, and developed 4960 horsepower, delivered to the rails through 8 electric motors driving 16- 40" diameter wheels. The boiler carried 290 pounds pressure, with 750 degrees superheat.

This locomotive, and the others I will mention, used a turbo-electric drive. By this I mean, steam drives a turbine connected to an electric generator in the same manner that a diesel engine is connected in diesel locomotives. The electric power is then carried to motors connected to the driving wheels, as in conventional diesel or electric locomotives today. These locomotives differed from diesels of today, from the driving design standpoint, only in the method of generating power. They used a boiler and a steam turbine.

They developed 48,000 pounds of tractive effort at a speed of 40 miles per hour. Although reportedly designed to go 100 mph, there is no record they reached this speed. They were intermittently in mainline service. The major fault in operation was the tendency for the drive wheels under the tender to slip as coal was consumed. Another problem was in the control system, which was unusually complicated. Eventually interest in them waned. They were stored for a long time at Clifton Forge and finally scrapped.

↑ **Pennsylvania Railroad steam-turbine class S2.**
Pennsy photo

← **One of the Chesapeake & Ohio's three steam-turbine locomotives, Number 500.**
C&O photo

The last serious effort at developing a steam turbine locomotive was a joint effort by the N&W in connection with Westinghouse, Babcox & Wilcox, and Baldwin-Lima-Hamilton. In May, 1954, a large steam-turbine locomotive was delivered to N&W. Called *Jawn Henry* because of the size, she was assigned road number 2300. She was 161 feet long, weighed 1,171,000 pounds, had a 6-6-6-6 wheel arrangement, and developed 4500 horsepower.

The engine was tested extensively in mainline service between Roanoke and Bluefield. She was found to consume 30 percent less coal than the other steam engines for comparable loads. However, she was plagued with troubles in the electrical system, the feedwater system, and in the turbine itself. In addition, the control system was complicated. On January 4, 1958, she was withdrawn from service, after sitting around in the Shafter's Crossing (Roanoke) shops for several years, she was scrapped.

To complete the steam-turbine locomotive picture, I will mention the one built for the Union Pacific in 1938, and extensively tested over that system. Outwardly, this looked like a conventional diesel locomotive. She was 90 feet long and developed 5,000 horsepower, delivered to twelve 44" drivers by 6 traction motors. The electrical part was by General Electric. She burned oil to develop 1500 pounds pressure at 920 degrees superheat. Unlike the others, this was a closed system, meaning that the steam after going through the turbine was condensed and used over again. The locomotive had an unusually long nose, for under it was a tank of

make-up feedwater to replace what was lost by leakage.

Union Pacific tested this locomotive extensively. In addition, short tests were conducted on other roads. However, she had many problems, such as lack of condensing capacity and a complicated control system. The regular train crews had trouble making her run. She was finally sent back to Erie, Pa. The war came along and work on her stopped. Some of the parts were used in the development of a gas-turbine locomotive in the late 1940's.

Looking back, I think most of these engines failed because they came too late. They offered little, if any advantage over diesels, and in the case of three roads they were committed to a full dieselization program before tests were complete. And management's lack of interest did not help matters any. In the case of two roads, the coal-strikes in the '40's, resulting in curtailed operations (and less revenue), cooled their interest in anything that burned coal.

Even today, it is not likely that a steam-turbine locomotive would be practical to operate. Most railroads have torn down their water tanks and coaling chutes. Even their bunker C fuel systems have been converted to diesel fuel (except Union Pacific). So the savings would have to be immense to go back to steamfired locomotives in any form. I might add that none of these engines were saved from the scrap pile. ●

Notes on Alabama Shortlines

These rosters are based on data from A&WP's general superintendent, WRA's general superintendent, TRASD's administrative assistant, SLSF's chief mechanical officer, A&SAB's master mechanic, CV's vice president, M&B's master mechanic, TA&G's mechanical superintendent, and the Tenn. RR's receiver. They are accurate as of the third quarter, 1966.

For the purpose of our rosters a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route mileage less than 400 miles.

Locomotive builders: GE, General Electric Co. Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; BW, Baldwin Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco, American Locomotive Co.; Alco Pr., Alco Products.

(1) A&SAB 901-903 sold to U.S. Govt. 11/42 for service in Russia.

(2) A&SAB 905-908 sold to Tennessee Railroad, renumbered 1, 2, 5, and 3.

(3) A&SAB 1002 traded to GM-EMD for 506.

(4) A&SAB 1501 rebuilt by GM-EMD to F7A in 1955.

(5) A&WP 553 and 678 no longer on roster.

(6) BS 21-24 are ex-Lake Terminal 1009, 1010, ?, and 1013.

(7) BS 71-75 rebuilt by GM-EMD to 91-95.

(8) BS 85 sold to Chatahoochee Valley, renumbered 85; then traded to GM-EMD for Chatahoochee Valley 101.

(9) BS 88 sold to Feliciana Eastern, renumbered 88.

(10) M&B 103 was originally Illinois Central 8951, then M&B 103.

(11) TRASD 371 and 372 purchased from U.S. Govt. They might be ex-Birmingham Southern, EJ&E, Y&N (via KCS), Reading or PB&NE (via South Buffalo) units.

(12) TRASD 481 and 482 are ex-Delaware & Hudson units, probably ex 3018 and 3022.

(13) TRASD GE 522 is ex-Alabama Public Grain Elevator.

(14) WRA 621-624 were originally 1-4. ●

ALABAMA SHORTLINES

Present-day locomotive roster compiled by Sy Reich

RR. Class	Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Alabama, Tennessee & Northern Railroad									
———	11	300	GE	45 ton	B-B	13,750	89,000	1941	
———	101-111	1000	Alco-GE	RS-1	B-B	34,000	244,600	1944-7	
Atlanta & St. Andrews Bay Railway									
———	501-502	1500	GM-EMD	GP7	B-B	60,635	252,460	1952	
———	503-504	1750	GM-EMD	SD9	C-C	87,450	356,660	1956	
———	505	1750	GM-EMD	SD9	C-C	87,060	355,100	1958	
———	506	3000	GM-EMD	SD-40	C-C	92,482	348,150	1966	
———	901-903	1000	Alco-GE	RS-1	B-B	71,400	238,000	1942	1
———	904-908	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	2
———	909	1000	Alco-GE	RS-1	B-B	72,750	242,500	1944	
———	910-911	1000	Alco-GE	RS-1	B-B	72,750	242,500	1945	
———	912	1000	Alco-GE	RS-1	B-B	72,300	241,000	1947	
———	913	1000	Alco-GE	RS-1	B-B	73,020	243,000	1950	
———	1001-1002	1000	Alco-GE	S2	B-B	69,000	230,000	1942	3
———	1501	1500	GM-EMD	F3A	B-B	59,640	244,000	1947	4
Atlanta & West Point Railroad									
———	551-552	1500	GM-EMD	FP7A	B-B	61,000	257,000	1949	
———	553-554	1500	GM-EMD	FP7A	B-B	61,000	257,000	1951	5
———	571	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
———	572	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
———	573-574	1500	GM-EMD	GP7	B-B	60,000	247,000	1951	
———	575	1500	GM-EMD	GP7	B-B	60,000	247,000	1952	
———	676-677	1000	BW	DS 4-4-1000	B-B	68,850	229,500	1949	
———	678	1200	BLHW	S-12	B-B	68,850	229,500	1951	5
Birmingham Belt Railroad									
This line owns no locomotives.									
Birmingham Southern Railroad									
20	21-24	1000	GM-EMD	NW2	B-B	?	?	1948	6
70	71-75	900	GM-EMC	NC1	B-B	?	?	1937	7
80	81-86	900	Alco	HH900	B-B	69,000	230,000	1937	8
80	87-88	900	Alco	HH900	B-B	69,000	230,000	1939	9
80	89	900	Alco	HH900	B-B	69,000	230,000	1940	
90	91-95	900	GM-EMD	SW900	B-B	60,470	246,000	1958-60	7
100	100-101	660	Alco-GE	S1	B-B	58,800	198,000	1941	
150	150	1500	Alco-GE	RS-2	B-B	62,000	248,000	1949	
150	151	1600	Alco-GE	RS-3	B-B	62,000	248,000	1950	
150	152	1600	Alco-GE	RS-3	B-B	62,000	248,000	1951	
160	160	1600	Alco-GE	RSD-5	C-C	90,000	360,000	1953	
200	200-201	1200	GM-EMD	SW1200	B-B	61,000	247,000	1953	
Birmingham Terminal Company									
This line owns no locomotives.									
Chattahoochee Valley Railway									
———	85	900	Alco	HH900	B-B	69,000	230,000	1937	8
———	100	1000	Alco-GE	S2	B-B	69,000	230,000	1946	
———	101	1500	GM-EMD	SW-1500	B-B	74,500	248,000	1966	8
Federal Barge Lines									
———	60	1600	Alco-GE	RS-3	B-B	?	?	1952	
———	61	1600	Alco Pr.	RS-3	B-B	?	?	1955	
Owns one other unit, the specifications of which are unknown to us.									
Hartford & Slocomb Railroad									
———	1	1000	Alco-GE	S2	B-B	69,000	230,000	?	
Meridian & Bigbee Railroad									
———	1	1500	GM-EMD	GP7	B-B	52,400	248,000	1952	
———	102	1750	GM-EMD	GP9	B-B	52,400	248,000	1957	
———	103	1500	GM-EMD	GP7	B-B	52,400	248,000	1951	10
Mobile & Gulf Railroad									
———	97	———	Baldwin	———	2-6-0	?	?	?	
Sumter & Choctaw Railway									
Owns one unit the specifications of which are unknown to us.									
Tennessee, Alabama & Georgia Railway									
———	50	1800	GM-EMD	GP18	B-B	60,000	244,430	1960	
———	707-709	1500	GM-EMD	GP7	B-B	60,000	245,332	1951	
Terminal Railway Alabama State Docks									
———	371, 372	900	Alco	HH900	B-B	?	?	1937	11
———	451, 452	1000	Alco-GE	S2	B-B	69,000	230,000	1945	
———	481, 482	1000	Alco-GE	S2	B-B	?	?	1948	12
———	491	1000	Alco-GE	S2	B-B	69,000	230,000	1949	
———	511	1000	Alco-GE	S4	B-B	69,000	230,000	1951	
———	521	1000	Alco-GE	S4	B-B	69,000	230,000	1952	
———	541	1000	Alco	S4	B-B	69,000	230,000	1954	
———	571	1000	Alco Pr.	S4	B-B	69,000	230,000	1957	
———	GE-522	250	GE	?	?	?	?	1952	13
Western Railway of Alabama									
———	501	1500	GM-EMD	F3A	B-B	57,960	241,000	1948	
———	502-503	1500	GM-EMD	FP7A	B-B	61,000	257,000	1949	
———	521	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
———	522-523	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
———	524	1500	GM-EMD	GP7	B-B	60,000	247,000	1952	
———	525-526	1500	GM-EMD	GP7	B-B	60,000	247,000	1953	
———	530-531	1750	GM-EMD	GP9	B-B	60,000	245,000	1954	
———	621-623	1000	Baldwin	VO 1000	B-B	72,450	241,450	1944	14
———	624	1000	Baldwin	VO 1000	B-B	72,450	241,450	1944	14
———	630	1000	BW	DS 4-4-1000	B-B	68,850	229,500	1948	

Delaware & Hudson diesel 4091 is seen in the old Rutland Railway yard at Rutland, Vermont. The D&H had trackage rights on the Rutland for a short distance.
Photograph by Sy Reich

Delaware & Hudson Railroad

Present-day locomotive roster compiled by Sy Reich

RR. Class	Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
RF-27	601-609	2750	Alco Pr.	DL-628	C-C	103,000	392,000	1964	
RF-27	610-618	2750	Alco Pr.	DL-628	C-C	103,000	388,800	1965	
S-10	3000-3001	1000	Alco-GE	S2	B-B	69,000	230,000	1944	1, 2, 3
S-10	3002-3011	1000	Alco-GE	S2	B-B	69,000	230,000	1945	1, 2, 3, 4 5, 6
S-10	3012-3016	1000	Alco-GE	S2	B-B	69,000	230,000	1947	1, 3, 7
S-10	3017-3026	1000	Alco-GE	S2	B-B	69,000	230,000	1948	1, 3, 7, 9 10, 11, 12
S-10	3027-3032	1000	Alco-GE	S2	B-B	69,000	230,000	1949	1, 2, 3 12, 13
S-10	3033-3050	1000	Alco-GE	S4	B-B	69,000	230,000	1950	1, 2, 14 15, 16
RS-15	4000-4004	1500	Alco-GE	RS-2	B-B	60,000	253,500	1946	2, 18
RS-15	4005-4006	1500	Alco-GE	RS-2	B-B	60,000	253,000	1947	2, 18
RS-15	4007-4013	1500	Alco-GE	RS-2	B-B	60,000	253,000	1948	2, 18
RS-15	4014-4025	1500	Alco-GE	RS-2	B-B	60,000	253,000	1949	2, 3, 18
RS-15	4026-4049	1500	Alco-GE	RS-3	B-B	60,000	247,600	1950-1	2, 17, 18
RS-15	4050-4051	1500	MCGE	RS-2	B-B	60,000	246,400	1950	18, 19
RS-15	4052-4054	1500	Alco-GE	RS-3	B-B	60,000	247,600	1951	2, 18
RS-15	4055-4069	1500	Alco-GE	RS-3	B-B	60,000	247,600	1952	2, 18
RS-15	4070-4094	1500	Alco-GE	RS-3	B-B	60,000	247,600	1952	2, 18
RS-15	4095-4119	1500	Alco-GE	RS-3	B-B	60,000	247,600	1952	2, 18
RS-15	4120-4129	1500	Alco-GE	RS-3	B-B	60,000	247,600	1953	18
RS-18	5000-5002	1800	Alco Pr.	RS-11	B-B	72,000	244,800	1961	20
RS-18	5003-5005	1800	Alco Pr.	RS-11	B-B	72,000	245,600	1961	20
RS-18	5006-5011	1800	Alco Pr.	RS-11	B-B	72,000	249,400	1961	
RS-18	5012-5023	1800	Alco Pr.	RS-36	B-B	72,000	259,800	1963	

D&H Roster Notes

Roster is based on data from D&H's superintendent of equipment, PRR's chief mechanical officer, OB&PA's executive assistant to the chairman, BCK's motive power foreman, NYC's chief mechanical superintendent-locomotives, Alpha Portland Cement's manager of purchases, Alco Products' Public Relations Dept., K&T's President, GMRR's general superintendent, EL's chief mechanical officer, and LIRR's chief mechanical officer. The roster is accurate as of July 15, 1966. Locomotive builders: Alco Pr., Alco Pr., Alco Products; Alco-GE, American Locomotive Co.-General Electric Co.

(1) 3000-3050 were originally class DES-69.

(2) 3000, 3008, 3029, 3043, 4000-4004, 4006-4008, 4010-4011, 4014-4018, 4026-4040, 4043, 4045, 4049, 4052-4054, 4056, 4059, 4060, 4063, 4065, 4067, 4069-4070, 4072, 4074, 4086, 4105, and 4109 were scrapped.

(3) 3001, 3003, 3013, 3020, 3025, 3027, 3030, and 4019-4020 sold to Long Island Rail Road, renumbered 444-445, 443, 440, 439, 441, 442, and 1519-1520.

(4) 3002, 3005, 3006 sold to Buffalo Creek Railroad, renumbered 48, 50, 49.

(5) 3004, 3007, 3009, and 3010 sold to South Buffalo Railroad, renumbered 100-103.

(6) 3011 sold to Albany Port District Railroad, renumbered 5.

(7) 3012, 3014, 3016, and 3017 sold to Erie Railroad, renumbered 530-533, reclassed SA-10. Inherited by EL, not renumbered.

(9) 3018 and 3022 sold to Birmingham Railway & Locomotive Co., then probably sold to Terminal Railway Alabama State Docks, renumbered 481 and 482.

(10) 3019 sold to Alpha Portland Cement Co., not numbered.

(11) 3021 sold to Manufacturers Equipment Co.

(12) 3024, 3031, and 3032 sold to New York Central. Parts of these locomotives were used to repair 8505, 851, and 869, which have been renumbered 9605, 9704, and 9705.

(13) 3028 sold to Kentucky & Tennessee Railroad, renumbered 104.

(14) 3034, 3039, and 3049 sold to Relco Equipment Co.

(15) 3036 sold to Green Mountain Railroad, renumbered 3036, then 303.

(16) 3048 sold to Ogdensburg Bridge and Port Authority.

(17) 4041-4042, 4044, and 4046-4048 sold to Pennsylvania Railroad, not renumbered. These units were traded to GE for new units in 1965.

(18) 4000-4129 were originally class DERS-60.

(19) 4050-4051 are Napierville Junction Railroad units.

(20) 5000-5005 were built as NYC 8009-8014 but were never used by NYC. ●

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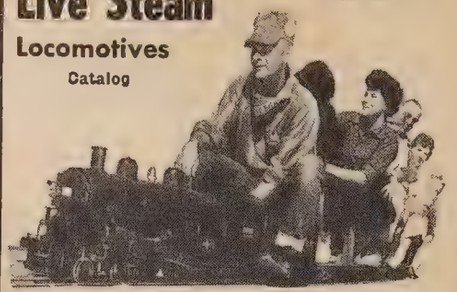

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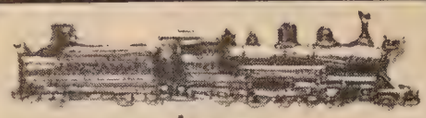

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THE TRAINS WE RODE, Vol. II, a picture gallery with ample captions, by Lucius Beebe and Charles Clegg, 500 pages 8½x11", 750 illustrations, a few in full color, index for both volumes, Howell-North Books, 1050 Parker St., Berkeley, Calif. 94710, $15.

This is the twelfth Beebe book put out by Howell-North. A publisher's note says of Lucius Beebe: "He was a 'pro' in every sense, a prodigious worker and a great admirer of other pros. As publication of a new book neared, his enthusiasm mounted. He would watch the presses, check on the shipping department, and especially be interested in how pre-publication orders were coming in.

"In our office and in our plant his excitement was contagious. He earnestly hoped his affection for the great age of railroads would be spread to many others through his books. A proof that he achieved this is the numerous letters received from his fans bemoaning his untimely death.

"During the preparation of *The Trains We Rode,* Volume II, there was no one in our organization who was not keenly aware of his absence. They missed his vigorous step, his anticipation of examining the first copy, his constant telephone calls for progress reports. . .

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"Charles Clegg's contribution to this authors' team was a masterful photo restoring and reproduction. He knew nothing of the literary end nor of the plans for order of contents. Therefore, we decided to use only the parts of the book that Lucius Beebe completed, and make no attempt to fill in with other writers' work . . ."

The two huge volumes of *The Trains We Rode,* emphasizing the famous name-trains, total 976 pages and 1,600 illustrations and weigh 8½ pounds. Volume I covers the railroads in alphabetical order up to the Northern Pacific; the second volume goes on from there through the Wabash. Beebe chose this method rather than a regional one.

Some time ago he wrote in *Trains* magazine that the assembling of fresh material for such books had become increasingly difficult because he was already scraping the bottom of the barrel; but his final opus does not indicate any such difficulty. Again and again in his railroad books Beebe has surprised and delighted us with many rare old pictures we had never seen before; and this time we get the impression that he purposely saved some of his best for the last.

Beebe and Clegg have well earned our gratitude. Volume II's jacket carries an apt summation of *The Trains We Rode:* "They have completed the most comprehensive picture survey of American travel ever undertaken by historians in the field."

THEY FELLED THE REDWOODS, by Hank Johnston, 160 pages, 8½x11", illustrated, with bibliography and index, Trans-Anglo Books, Main P.O. Box 2252, Los Angeles, Calif. 90053, $6.95.

"High along the western slopes of California's Sierra Nevada mountains," Hank writes, "grow the mightiest trees on the face of the earth. These forest giants stand so tall and are so big around that they virtually defy description . . . The fame of these primeval monarchs is world-wide. They are the largest and among the oldest of living things."

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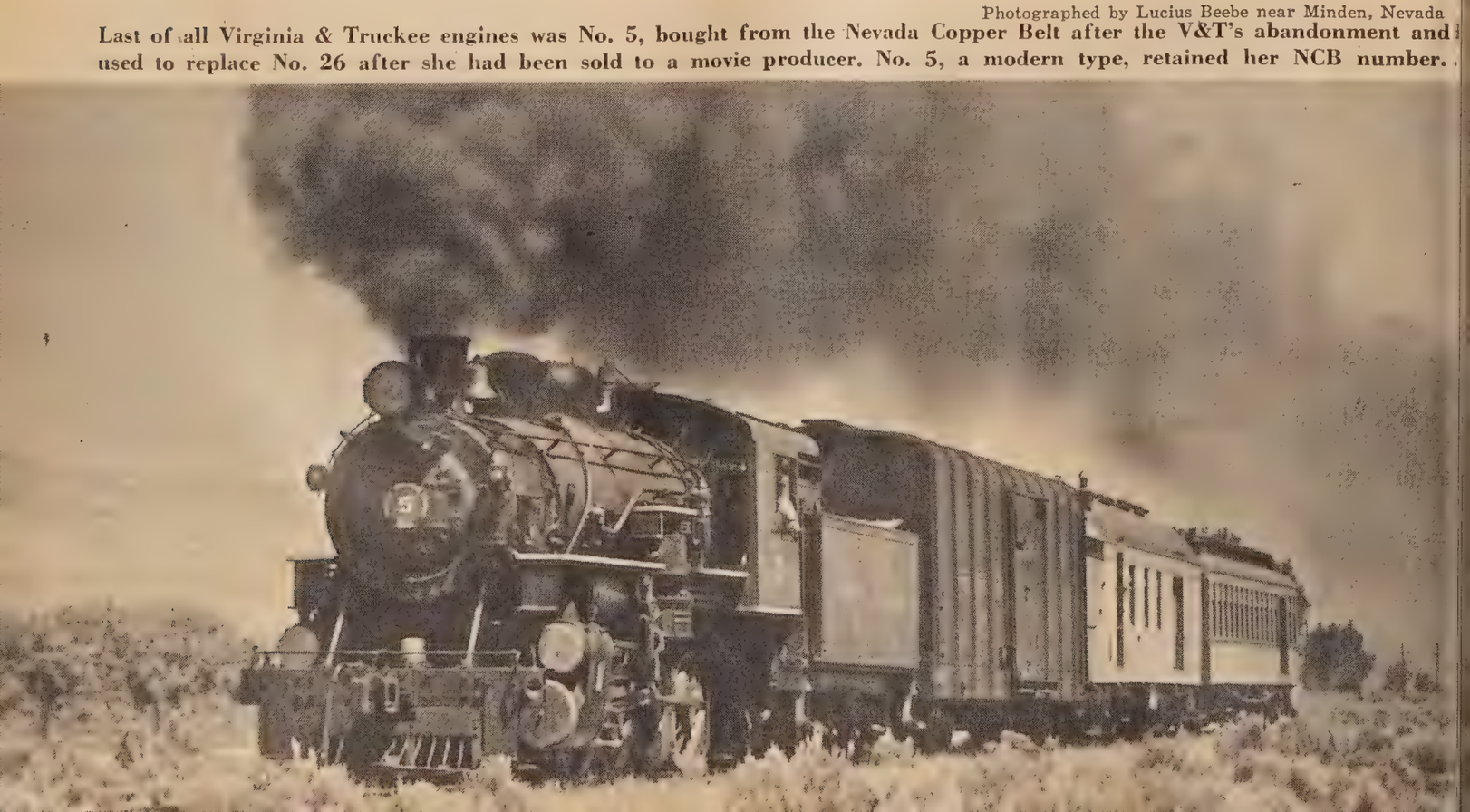
This book tells the whole story, in text matter and a great array of photos, most of them rare and hitherto unpublished. The chapter entitled "Rail-

Photographed by Lucius Beebe near Minden, Nevada

Last of all Virginia & Truckee engines was No. 5, bought from the Nevada Copper Belt after the V&T's abandonment and used to replace No. 26 after she had been sold to a movie producer. No. 5, a modern type, retained her NCB number.



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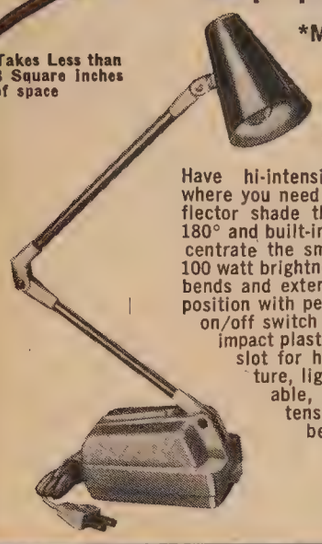

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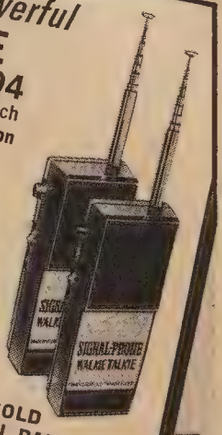

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road to the Redwoods" has a special appeal to our readers. Hank, who was No. 43 in our series of *Interesting Railfans,* goes into details about the tramways, narrow-gage lines, Shays, and so on. It's a fascinating book for anyone interested in "Paul Bunyan's toothpicks" —entertaining, well documented, and abundantly illustrated.

"The lonely whistle of the Shay locomotive no longer echoes across the Sierra meadows," the author writes. "The high-pitched whine of the big steel band-saw has been forever stilled . . . lumbering of the Sierra big trees is essentially over. Nearly all of the giant redwoods are now safely in the hands of public ownership."

TRAINS OF THE WORLD, Jean Riverain and Alan A. Jackson, 61 pages, 10x13½", illustrated (including end papers) with color paintings by ten different artists plus b&w line drawings, Follett Publishing Co., 432 Park Ave. S., New York, N.Y. 10016, $4.95.

"If you could stand in the steam-misted atmosphere of an old railway terminus and feel no ache of adventure," the jacket states, "this book is not for you." *Trains of the World* has the largest page size of any railroad book we have ever seen. Each page is filled with detailed information and pleasing pictures. We think it would make an ideal gift for intelligent boys in their early teens.

***The Story of the* GREEN BAY & WESTERN, by Ray and Ellen Specht, 162 pages, 6x9", paperbound, illustrated, *Bulletin 115,* The Railway & Locomotive Historical Society, Inc., Baker Library, Harvard Business School, Boston, Mass., $2 for members, $3 for nonmembers.**

This thick R&LHS *Bulletin* marks a new departure, boasting 4 pages of full-color pictures besides a generous lot of black and white photos, maps, timetables, etc. Indeed, it is a very special book, issued for the 100th anniversary of the Green Bay Route in Wisconsin. It recounts the history of the GB&W and predecessor lines: the Kewaunee, GB&W; La Crosse Branch; GB & Northern; Waupeca, GB&N, and Ahnapee & Western. As usual, Charles E. Fisher has done a good job of editing.

Included are steam and diesel locomotive rosters, biographies of all 13 GB&W presidents, and a bibliography. We found pleasure in reading about the ups and downs of the various roads that make up the Green Bay Route. We also enjoyed the short chapter of miscellaneous anecdotes, but most of all we prefer the section devoted to motive power. Like the other R&LHS *Bulletins,* this one is sure to be widely circulated, even overseas, widely read, and kept for reference in many private and institutional libraries.

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HOBBY CLUB

Conducted by Sy Reich

PROBABLY for the first time in history, a helicopter collided recently with a railroad train—the Union Pacific's *City of Los Angeles* near North Platte, Neb. The UP had hired the helicopter pilot to spray its right-of-way with poisonous weed-killer. Just as he was about finished, he was warned by radio that the train was approaching. "I've only a little more to do," he replied. Seconds later the streamliner hit the copter, seriously injuring him. The train proceeded to Cheyenne, arriving 10 minutes late with no damage except to the diesel's horn.

Sy Reich

Along the Steam Trail

"Red eye!" the fireman called over to his engineer and was acknowledged. As the doubleheaded Western Maryland train halted at Hagerstown, Md., on a recent fantrip a car knocker came along and checked on every journal. All were normal. Why the special inspection? A towerman had stopped the train because the hotbox detector indicated an over-warm journal at the head end. (There were two steam engines, ex-Canadian Pacific 1286 and 972, and 9 coaches.) One of the steam cylinders or fireboxes had actuated the modern hotbox detector—which was designed primarily for *diesel* railroading. The trek was sponsored by Rail Tours, Inc., of George Hart, No. 7 in this magazine's *Interesting Railfans* series.

"I want the dimensions of Little Smoky River Pacific No. 110 (Baldwin, 1911; sold to Smoky Mt. RR. in 1940) so I can build a live-steam model of her," writes Dr. Richard B. Thomas, 315 S. Murphy Ave., Sunnyvale, Calif. 94086.

The 1907 steam engine manned by Lee Marvin in a movie called "The Professionals" is a genuine antique owned by the Rocky Mountain Historical Society of Denver. Still in tip-top shape, she chugged to the California location site along the Kaiser Steel rail line under her own power.

Tiny (1½") replicas of the *Montezuma,* Rio Grande engine No. 1 (Baldwin, 1871), have been made up as pretty sterling-enameled and gold-filled bracelets, tie chains, tie tacs, tie bars, cuff links, and bola ties and sell at prices ranging from $3 to $7.75. They may be obtained from D&RGW veterans' clubs. For details write Edward M. Clark, 270 S. Utica St., Denver, Colo. 80236.

Besides a steam loco and a dining car, Bill Hachtel of Cleveland owns an old New York Central caboose that his family uses as a vacation home. This equipment stands on a siding in the Livonia, Avon & Lakeville yard at Livonia, N.Y. The caboose was hauled to the spot over the Central and Erie-Lackawanna. Like most steam-powered shortlines, the LA&L is now hibernating but will resume operation in late spring.

"Bill Pennington stated in your magazine that the 88 Union Pacific 4-12-2's could have been the world's largest fleet of 3-cylinder locomotives," writes A. E. Durrant, 148 Sutton Court Rd., Chiswick, London W. 4, England. "Obviously he didn't know that in the 1940's the German State Railways operated about 4,000 3-cylinder jobs ranging from freight Decapods to streamliners with 90" drivers.

"Today some 2,000 3-cylinder steamers are running in Europe on the railways of Britain, France, West Germany, East Germany, Spain, Poland, Czechoslovakia, Yugoslavia, and Bulgaria, plus a few little-used examples in Denmark and Sweden. Among the types represented are 2-6-2, 4-6-0, 4-6-2, 2-8-0, 2-8-2, 2-8-4, 4-8-2, 2-10-0, 2-10-2, and 4-10-0. Also tank engines of the 2-6-4T, 2-8-2T, 2-8-4T, 4-8-4T, 2-10-2T, and 2-12-4T wheel arrangements. The latest Czechoslovakian express 2-8-4 did, in fact, have roller bearings on the inside big ends. You can see plenty of 3-cylinder power in West Germany, with Kassel and Osnabruck as good centers for both 2-10-0 freight and 4-6-2 passenger runs."

Apparently nobody can verify rumors that a B&O 2-8-0 from the Buffalo & Port Allegany will be used on a tourist and freight operation out of Port Allegany, Pa.

Congresswoman Catherine May of Washington State was the principal speaker the other day at the presentation of 347-ton steam loco 2507 of the Spokane, Portland & Seattle for permanent display in Maryhill Park near Goldendale, Wash.

"All my life I've wanted to run a steam locomotive," sighed an airline mechanic (name withheld), who got drunk on beer and then took a midnight ride on the steam-powered train of The Roaring Camp & Big Trees narrow-gauge line at Felton, California.

When he saw no one about, the befuddled mechanic climbed aboard the

Elwood White, 2673 Sooke Rd., Victoria, B.C., Canada

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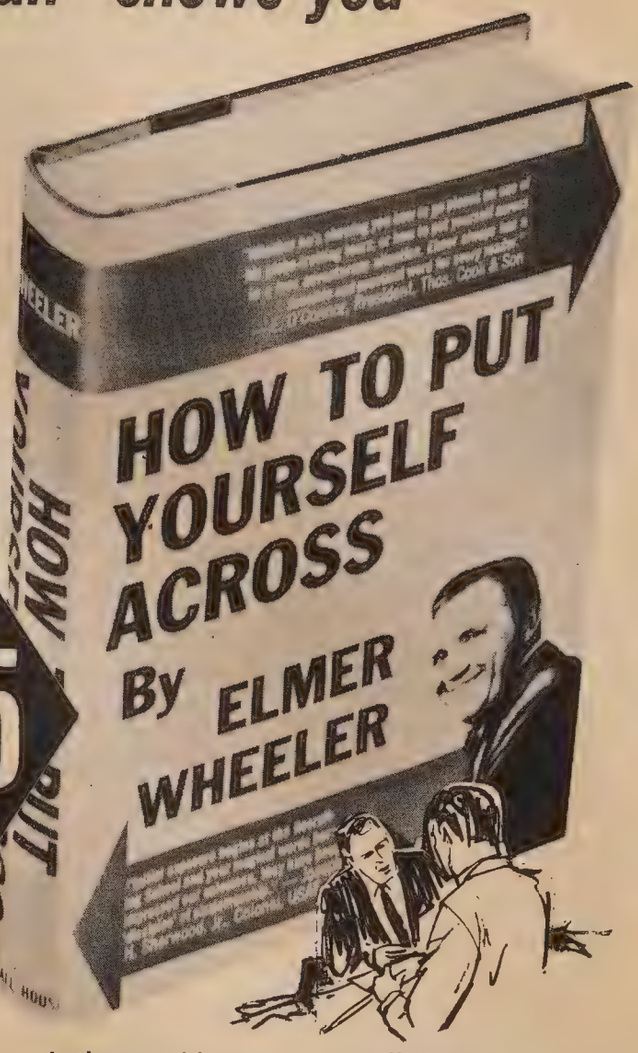

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- Have a genuine regard for others and in so doing have many friends

ABOUT THE AUTHOR

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it. Thousands of men and women have been shown the way to greater success in Elmer's over 20 books. In this book Elmer's advice and experience is directed to people everywhere who wish to learn the knack of improving human relations in all phases of life.

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amusement line which runs for 2½ miles through the redwoods near Henry Cowell State Park, and started on a solo trip. His brief journey was made even briefer by Norman Clark, president of the line, who ran after the train as it chugged uphill and captured the would-be engineer with a flashlight and a pistol.

Clark said the train couldn't run more than 15 miles an hour—even at top speed downhill—and that's why he was able to outrace it.

"That mechanic was drunk enough to do what many of us would like to do sober," comments Kramer Adams of the California Redwood Assn., 617 Montgomery St., San Francisco, Calif. 94111, who sent us the news.

"Next summer I aim to visit steam-operated midget railways near the West Coast," writes Arnold Hoffman, owner of the Atascadero Short Line, P.O. Box 371, Atascadero, Calif. 93422, "so I can get ideas for my own 15″-gage road. Will readers please tell me where to find these little pikes? I have under construction a 3″-scale, diamond-stacked, coal-fired Mogul that weighs 6,000 pounds in working order. Machine work on her is being done by George Rowell, 85-year-old retired Milwaukee Road machinist." He adds: "I seem to recall seeing a miniature train at Riverview Park, Chicago, crossing streetcar tracks about 45 years ago. Who can tell me about it?"

Among the many fans who'd like to see the Reading's steamers repaired and operating again is C. N. Vallette, 1026 Claire Ave., Huntingdon Valley, Pa. 19006. He wants to hear from all others who are interested.

Ex-Hobo Owns Railroad

A 2-8-0 Baldwin locomotive and a Great Northern caboose, both owned by Monte Holm, Box 448, Moses Lake, Wash. 98837, were parked near the latest types of jet airliners—the old and the new in transportation—the other day at the dedication of Grant County Airport at Moses Lake.

She named a railroad: Carla Burress, Box A, Moses Lake, Wash. 98837, picked the first syllable of Monte Holm, who owns the short steam line.

Holm is president and manager of Moses Lake Iron & Metals Co., Inc., and a town councilman. During all his teen-age years he was a hobo and sheepherder. At age 19 he started in the junk business with only one dime of capital, and has since made a success out of things that people throw away.

His 200-ton engine was the last steamer to run on the Alaska Railroad and is in good condition. Holm bought her from the railroad in 1965, had her brought to Vancouver, B.C., by steamship and taken to Everett, Wash., where a Great Northern crew overhauled he to meet ICC standards. Then, with real engineer in the cab, she was dea headed to Moses Lake over variou railroads and finally parked on a 90 foot siding at Holm's place of busines Later he acquired the waycar. Durin the county fair there last August, wit a hogger at the throttle, he gave fre rides up and down the siding to mor than 3,500 children.

The letterhead of his "Mon-Roa Railroad" lists 60 vice presidents. I the event of the death of Monte Holi and the first 59 vice presidents, th "brass collar" at the bottom of the lis Dr. J. W. Young, would succeed to th presidency of the Mon-Road.

"My shortline is still in the black Holm says, "which is more than yo can say of many railroads. People as why I bought the equipment and set u a railroad. I tell them that I was a hob for six years and got kicked off s many freight trains that I wanted to ow a train from which I could not b kicked off."

Railroading in Hawaii

"Even though Kahului Railroad c Maui Island has stopped running writes Larry Vodra, 214-B N. Mitsche Rd., China Lake, Calif. 93555, "tw railroads are still operating in the stat both on Oahu. The Oahu Railway, wit 3 narrow-gage diesels, still pushes fla cars loaded with pineapple around th piers and canneries near Honolulu industrial waterfront area. But there another railroad operation on Oah which few railfan-tourists see or eve know exists.

"This is the nearly 20 miles of 3-foo gage trackage owned and operated b the U. S. Navy between the West Loc of Pearl Harbor, where ammunitio ships are loaded and unloaded, and th Navy's ammunition depot at Lualuale on leeward Oahu. Part of the track

Monte Holm's railroad is 900 feet long. Its equipment consists of 2-8-0 Baldwin locomotive and Great Northern caboose

were built originally by the Navy, but most of the distance is covered on rails of the Oahu Railway & Land Co., which the Navy purchased for $1 when the line was abandoned in 1947, and a short segment is on tracks of the Ewa Plantation Co., formerly used for hauling sugar cane from fields to mill.

"Operations are frequent and will probably remain so as long as the Vietnam conflict lasts. Usually a single engine pulls from 12 to 20 wooden boxcars and flats from Lualualei to West Lock, where they are loaded or unloaded as the case may be. The locomotive then pulls them back to Nanakuli, where a second engine is normally added for the last 4 miles of the trip, all uphill.

"For about 3 miles the tracks run within a few feet of the Pacific Ocean, providing scenic photographic locations. Most of the remainder of the track is through sugarcane fields or along the side of roads. Virtually the entire line is readily accessable from highways.

"Other railroadiana in Hawaii includes two steam locomotives, some passenger cars, and a large display of pictures, timetables, and the like, in a Waikiki shopping center. OR&L Engine 60, a 2-8-2 built by Alco in 1925 is stored in poor condition on a siding near the intersection Blvd. And under a huge banyan tree on the front lawn of the Ewa Plantation Company's offices is an 0-4-0 saddletanker formerly used to haul cane."

Setouts and Pickups

Pine Creek Railroad Museum sells railroadiana by mail; 21-page catalog, 15¢, from Ted Gleichman, Jr., 83 Florham Park, N.J. 07932.

Steve Overton is researching for a book he plans to write on railroads of the eastern shores of Maryland, Delaware, and Virginia. He asks readers to supply info., pix, timetables, maps, tickets, train orders, etc. His address is 524-F Oakhill Town Houses, Salisbury, Md. 21801. We wish Steve good luck in this project. We *hope* he can afford to put out the book himself or has already lined up a publisher—if not, he could be wasting his time. The costs of paper, typesetting, printing, metal engravings, binding, etc., not to mention advertising and distributing a fair-sized book, run into thousands of dollars. A thin printed pamphlet or a mimeographed job would, of course, be very much cheaper. Steve didn't tell us what kind of book he has in mind.

In December *Switch List* we asked, "Is Kevin Smith (age 9), 252 Corcyra Rd., Sunbury, Pa. 17801, our youngest reader?" Now listen to Jim Hatfield, 728 N. Prospect St., Kansas City, Mo. 64120: "This remarkable young railfan has had write-ups in local newspapers and even in *Labor*, the national weekly. I have been corresponding with him for some time." Another reader, Joe Burkel, 133 Lehigh Ave., Blackwood, N.J. 08012, says his son Joey, age 3, can't read but spends a lot of time looking at *Railroad Magazine's* pix, often accompanies him on fantrips, and assists him in scratch-building models of locos.

Art Knowles, in our November issue commended Canadian National and C&O-B&O for improving passenger business but added that their passenger revenue hadn't gone up much. In reply, Henry R. Korman, Box 541, Longview, Wash. 98632, writes:

"In 1961 CN grossed about $48 million passenger revenue; in 1965 the figure rose to about $70 million. How much would CN have to push up their passenger revenue before you'd call it substantial?"

Henry cites as Northern Pacific's interest in passengers the fact that they have speeded up trains 407-408 between Portland and Seattle from 4 hours to 3

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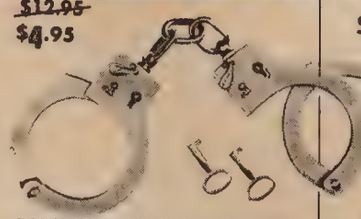

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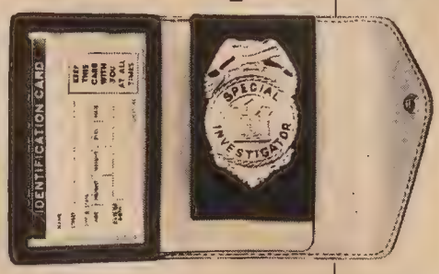

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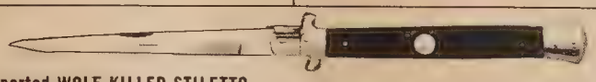

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H. Reid, co-author of Rails Through Dixie

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A 16-page illustrated folder listing railroadiana for sale is available on request from O. Winston Link Railway Productions, 58 E. 34th St., New York, N.Y. 10016. Pictured and described are 5 records made by Link, reproductions of 5 Currier & Ives color prints, hand-colored prints of early American locomotives, 11x14" double-weight, Link-made glossy photos of the Steam Age, and quaint locomotive-shaped house signs and weathervanes.

Scheduled for our next issue are present-day locomotive rosters of the Colorado & Southern and Alaska short-lines.

The National Association of Train Order Collectors seeks new members. Yearly dues, $3.50, entitle you to swap train orders with those in the club's files and to get a monthly publication, *The Train Order*, which lists all specimens in the files and carries hobby news. Contact Orlyn D. Bratvold, 17459 Runnymede St., Van Nuys, Calif. 91406.

Pix and anecdotes of the now-abandoned Pittsburg, Shawmut & Northern are wanted by Bill Reddy, 96 Delray Ave., West Seneca Br., Buffalo, N.Y. 14224, and Paul Pietrak, 39 Valley Circle Lane, North Boston, N.Y., for use in a book they are writing. Bill promises to print credits under each photo used and to return all pix. He also wants builder's data on Plymouth gas locos.

Tennessee Valley Railroad Museum (TV Chapter of NRHS) sells pix of their ex-Southern No. 4501 and of the *General*, also railroad "patches," etc. Contact Walter E. Mooney 1006 Hibber Circle, Chattanooga, Tenn. 37412.

C&O-B&O's 1967 calendar features an etching of "Chessie as a Kitten," by Guido Gruenwald, the artist who created the original Chessie. It is designed for use as either a desk diary or wall calendar. One was given free to each C&O-B&O employe who wrote into the company for it.

Many Chessie items are for sale. For example, engineer's cap, sizes 6 5/8 to 7 5/8, 75¢. Boy's engineer suit (jacket, overalls, and cap), sizes 2, 3, 5, 6, 6 large, 7, 8, 10, and 12, $4.50. Engineer's canvas gloves, medium size only, 50¢. Overalls, sizes 2 to 9, $2.50. Necktie, $2.60. Note paper, 8 notes and envelopes, 50¢. Make check or money order payable to Chesapeake & Ohio Ry. Mail to S. D. Lee, C&O-B&O Public Relations and Adv. Dept., P.O. Box 6419, Cleveland, Ohio 44101.

They Won't Take Trains

Despite the bargains and innovations C&O-B&O have introduced to build business for their passenger trains, the travelers are not flocking to trains in large numbers. In a recent speech, Gregory DeVine, C&O-B&O president, told a story about baby food which, he said, illuminated the trains problem.

A baby food manufacturer asked his executives why their product didn't sell. "You men in research have devised a product that is nutritious and eye-appealing. We have perfect quality control. Our jar is emotionally appealing. We've spent a million dollars on advertising. Can anyone tell me why we can't sell our baby food?"

A little man stood up. "Mr. President," he said, "I'm one of your sales representatives. I've been talking to mothers and I think I know why our baby food isn't selling."

"Well, why isn't it?" roared the president, and the salesman said: "Sir, the

Mack gas-electric loco of the Blac River & Western at Ringoes, N.
Dwight A. Smith, Jr., 97 Barth Ave., Portland, Maine 041

darned babies just refuse to eat it

Mr. DeVine explained: "We hav gone all out to sell our passenger ser ices. We have bargain-fare days, movi on trains, food-bar coaches for mode ate cost meals and slumber coaches f inexpensive overnight travel. Howeve like the baby food manufacturer, v have only one problem—the travele just won't take our trains."

In this connection we offer a few r marks by Al Franck of Richmond Hi N.Y.:

"I shall not dwell on the psycholo of the highway traveler. To do so wou be like criticizing his religion. I wou not say that the use of the highwa cannot find legitimate support, but deplore the fact that so large a propo tion of motorists show intolerance of contempt for other transportation m diums. You can call their wives tramp and their kids a neighborhood bligh but if you comment adversely abo their cars and about motoring in ge eral, if you allude to the lethal natu of the modern motorcar, you find you self stepping on a hornets' nest. You a defiling the sacrosanct.

"The airplane is, for all practic purposes, an airborne bus; but the ai lines, lavish with advertising, have i vested the whole business with an au of romance and adventure which hard conforms to reality. A bemused publ has accepted this pitch, however, and the extent that it has done so, has fo gotten or rejected the appeal of trav by train. It is fantastic to reflect that t modern traveler who has nothing to d but to kill time after he gets to his de

Former Reading Railroad depot at Sunbury, Pa., first station in U.S. to have electric lights is now a hay and grain store.
C. T. Andrews, 4231 S.W. 38th St., West Hollywood, Fla. 33023

tination will turn down a one-stop flight as though it were something virtually intolerable: he just simply has got to have a non-stop!

"Flying is great, but trains and train travel mean just as much to me. It is lamentable that what the rails have to offer is so widely unappreciated. As it is, passenger trains will survive only where they can come close to outspeeding local airline services."

Notice to Readers

Want to know when your *Railroad* subscription expires? You'll find the date in upper right corner of label on the wrapper in which the magazine comes. If it's 467, for example, that means the fourth month of 1967. Or 168, that's next January. Subscription in the U.S. costs $5 a year, $9 for two years. Elsewhere, $6 a year, $11 for two years. Send new subscriptions and renewals to *Railroad*, Portland Place, Boulder, Colo. 80314.

By using the zip code on all letters, cards, and packages sent to an American address you not only speed up the mail but you also help to ensure its correct delivery. Second class mail without a zip code won't be delivered at all!

Three former Illinois Terminal cars, the *Urbana*, the *Illini*, and business car *Champaign*, pictured on storage track, belong to the Illini Railroad Club. Ross M. Davidson, 1605 N. Main St., Decatur, Ill.

Mail all communications for *Transit Topics* to Steve Maguire at his home, P.O. Box 51, Belmar, N.J. 07719. Steve works at home, visits *Railroad Magazine* office in New York only once a month. Save time by writing him direct. ●

Mules Helped Railroad

ARRIVAL of the Texas & Pacific in Shreveport, La., is described by Mrs. Louise Hewitt of the Shreveport *Times* staff. In the early '70s, the T&P (then the New Orleans Pacific) fought bad weather to lay track connecting Shreveport with New Orleans. Packet and steamboat owners who profitably operated in the Red River stopped the railroad short of city limits. But John R. Jones, who believed in the future of railroads, strung lanterns along the levee at the riverfront one Saturday night and pressed mules and scrapers into action. By Monday morning there was a shining new railroad down Commerce Street, marking the beginning of the rail transportation in Shreveport. ●

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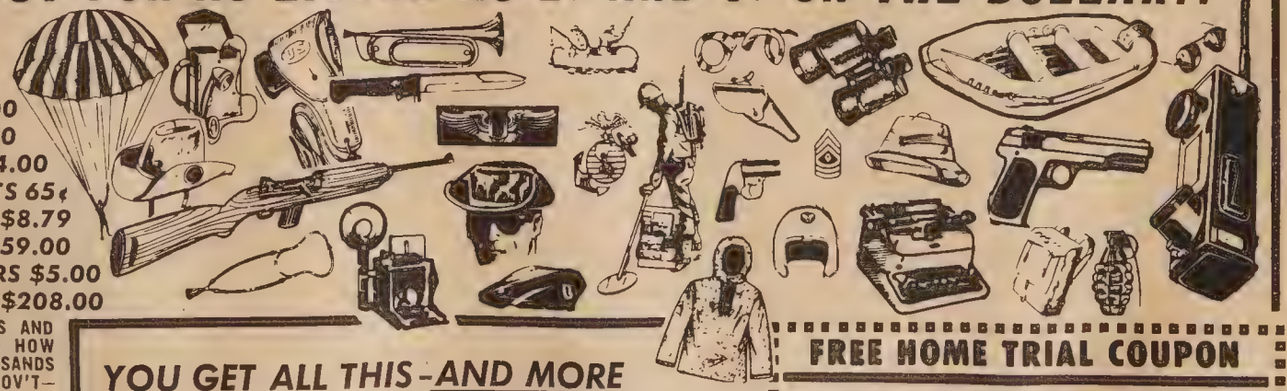

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Locomotive Repair Tricks

by Ernest A. "Frog" Smith

OLDTIME enginemen from the backwoods country of the Deep South know what I am talking about. About fifty years ago, when all the world was young, when work days were long and pay was short and you could spend a night with a girl for the price of a moonlight ride on a section car, plenty of wooden-axle pikes didn't even have a makeshift shop to repair their engines. Most of the engines in those days on the logging roads of Georgia and Florida were beat-up 4-4-0's. You improvised your own repairs or else were thrown out on your ear.

Life was rather primitive then. Men took what they wanted, whether a railroad job or a female, and that fellow who ran a logging locomotive had to be a mechanic as well as a throttle-jerker. Those of us who hauled "Paul Bunyan's toothpicks" around the time of World War I were boomers and occasionally hoboes, hopping from one road to another for various reasons.

Have you ever been cooped up in a closed boxcar on a hot day with the Georgia sun blistering the paint, curling the wooden planking on the sides, and roasting your carcass like a Thanksgiving turkey? You suffered in silence and without the benefit of water, because you knew that the small-town lockup was even hotter. Such was the price I paid for doing what the professional hobo termed "grabbing a handful of boxcars and going somewhere."

Only when the resinous smell of burning pine mingled with coal smoke drifted into the car through the end window, disclosing that we were in a sawmill burg, did I take a chance and stick my nose out. The place was Sundown, Georgia. It seemed friendly enough, so I unloaded. Hardly had my feet touched the cinders before I felt a heavy hand on the rear of my collar and a still heavier shoe further down. It was the same burly brakeman I had dodged the night before.

"All right, 'bo," he growled, "pay off or you'll get the other foot!"

I answered, meekly enough; "All right, sir. Loose my collar so I can get the money."

At the prospect of folding money, his smile expanded like a butterfly firedoor, but when he released his big paw I slid out of reach. Just as I rounded a high stack of new lumber, running wide open, I brought up against an old eight-wheeler. Her hogger had seen the whole show and was grinning from ear to ear. And when I braked to a stop under his cab window to glance up imploringly, he laughed out loud.

"Looks like you stuck your head out at the wrong time," he said.

"I couldn't see through the side of that damned boxcar," I responded, "so I didn't know the mule-footed son of a bitch was laying for me!"

With the grace of a throttle artist coupling onto the super's private car, he slid off his seatbox and came to the gangway. Observing the color of my hair, he addressed me as "Red" and asked, "Where did you learn to cuss like that?"

"All up and down the Gulf Hammock in Florida," I said, "where the mosquitoes hold a convention every day."

"Oh, yeah, I've been there too. Down along the Seaboard runnin' into Cedar Keys, the skeeters used to drill our bones to the marrow. Tell me, Red, what kind of work did you do?"

"I run some, but mostly I fired."

"Run some, eh," he sounded doubtful, "on the Seaboard?"

"Oh, no," I said without blinking. "I run on logging roads."

"Well, see if you can steam this old kettle. We need a fireman."

SUCH was my introduction to the village of Sundown. I was, as the hogger reminded me, pretty young to be booming around.

In those days of rusty relics of Civil War railroading, you didn't need years of experience or membership in the B.L.E. to get a job. But you had to be a man enough to hold it. That was the reason for me being on the right-hand side of a decrepit American type with a crosshead pump and a brass nameplate at the age when most boys were shooting marbles.

Before coming to Sundown I had often hauled new crossties out of a swamp until my run was pulled off. Then I went out for another job of running, but decided to settle for firing, at least for a while.

Many logging lines in the Deep South at that time had only one engine and, as I said before, no repair shop. So I made up my mind to learn every possible trick of the trade before tackling another throttle job. I would fire for one man until I found out what he knew; then I'd pull the pin and ramble, hoping the next guy had a bigger bag of tricks. But it wasn't so easy as it looked. Seasoned sawmill men had their own ideas about trusting their irreplaceable teakettles to smooth-faced kids. I wound up broke and a long way from home.

At Fitzgerald, Georgia, the night before I landed in Sundown, I had swapped my last dime for a hamburger and a cup of Java. That was the price in those days. Having just outrun a cinder dick and dodged a brakeman, I needed nourishment. So I sneaked back into the yards to catch the first thing I saw headed south on the old Atlanta, Birmingham & Atlantic.

Fifty years ago, many roads in the Deep South were still firing their big-stacked engines with cordwood, and most of the brakeman were mean. If a hobo picked the wrong crew and couldn't shell out the price of a quart of liquor or a meal, he was kicked off at the siding or woodpile farthest from town. Knowing that, I kept the boxcar door closed.

I don't remember how much time we

Photo by Edward Freitas

Frog Smith worked on many logging locomotives like the one shown here.

't or where we lost it, but when a lm-bang coupling woke me up I eped out. We were at the Georgia orthern crossover in Moultrie. With e sun blazing through a crack in the r door and the temperature rising le a steam gage when the blower's on, felt my feet roasting in my shoes. It is no place to unload, in view of what had heard about the chief of police ere, Allison Collier, and his lockup.

I simmered for an hour and ten iles until we reached Sundown, where e brakeman's foot overtook me. ere I got a job, like I said, and sinrely hoped my rambling days were er.

The hogger I had just met generously ok me to the mill restaurant. There e were served by a slick little beanery een who jutted out in front and back just the right places. A good-looker, o. I could hardly keep my eyes off e gal as she bustled around. She saw e staring and gave me a quick smile. made a mental note for future referce. Meanwhile, I ate a man-sized meal hot white biscuits nicely browned on p, beans, and sowbelly, washed down coffee that bore more than a slight semblance to creek water.

After downing the grub I felt fit and ady to roll. We backed down to the g pond and tied into fifteen pole-upled bastard cars, without brakes or nter plates. Then we shoved that riggling, squealing quarter-mile-long ring of danger back to the woods sevral miles beyond the Ochlocknee iver. Though small at that point, near s source, the Ochlocknee was a typical outh Georgia stream, narrow, deep, d crooked, flowing through a lush vamp of its own creation. Magnolia nd poplar blossoms were all gone, but atfish frolicked under the trees while ild honeyuckle and "possum haw" ushes shed a riot of color.

EVEN before we crossed the river on a rickety trestle of cribbed-up ossties, I got the hang of firing old ne-spot. After wiping the pint-sized oilerhead and sweeping the deck, I rossed the wooden deck to get better cquainted with my hogger. His name as Caleb Jenkins—"Jenks" for short. pointed to a tangled cable and numer four trestle jack on the tank top nd asked:

"What's that stuff for?'

The engineer glanced at it.

"There's a couple of snatch blocks nd chains in the tank toolbox," he aid. "On a backwoods pike like this, hen you get off the track you get back on the best way you can and on your own time."

"Does the super know you have those blocks?" I asked with a wink.

"Now you're gettin' personal, Red. The company kicks when you ask for what you need in case of a wreck, and maybe they'll fire you for stealin' it; but if your honesty gets you into a jam, they give you hell for that, too."

Then we got to talking about me.

"On my first firing job down in the Gulf Hammock," I said as Jenks tried a gage cock because the One-spot had no water glass, "the old miser in charge of our supply room expected us to run without oil and to wipe our engines with our shirt-tails."

"I know his breed, kid."

The rear-riding flagman's white hat swung in a circle at arm's length. Jenks answered with three whistle toots just before the shack vanished around a bend. As the worn flanges began squealing against the outside rail, creating weird music that only a logging train can make, the hogger widened on his throttle, shoving the flimsy cars blindly around the sharp curve where we would not see more than a third of our train. I braced my fire with a few short slabs in the corners.

Jenks spoke again, "It doesn't take many trips to a toolroom-man like that to make a thief of anyone who likes a clean engine."

I nodded. "You're damn right. I was fired in 1912 for swiping only what I needed. Every time I asked for cylinder oil I got a lecture for wasting it. If I asked for journal dope, he wanted to know why in hell I didn't use log-cart axle grease and save the company money. Fancy that—and us dragging our train through knee-deep water! When I called for cotton waste, he said I should steal feed sacks from the mule barn. Oh, well, it was his idea. The next time I caught his back turned I loaded up on what I needed, including some flake graphite to shine my boilerhead and smokebox."

"And you got canned for that?"

"I sure did, but the show was worth it. When the old bastard came to our engine and couldn't find me, he cussed out the hogger. Well, the hogger was a church member who didn't swear, but that didn't help the oilhouse keeper. My hogger simply dumped the contents of

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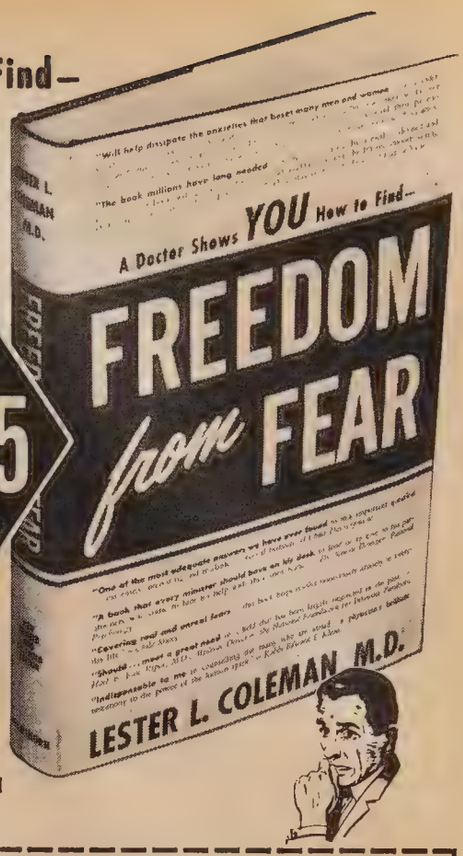

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the dope bucket over him from the gangway."

"I wish I'd seen it," Jenks mused as we stopped at the loading skids.

The pine logs were loaded in the original way, with a "Georgia" rig and rolled up on two skid poles by four mules hitched to a double-ended V chain. As many of our cars had only three-inch journals, they carried but a single layer or "bunk" load. The eighty-foot toothpicks went on fast, and soon I was building up my fire for the run to the mill. As Jenks whistled off from the logway skids, I slammed the firedoor shut and shut off the left injector. With too much train and too little engine, she wouldn't be likely to pop.

As Jenks released the sand lever, my thoughts switched to a tantalizing subject. "Say," I inquired between fires, "who was that waitress with the heavy breastworks waiting on our table?"

"Oh, that one?" He deftly spun the injector handle. "Better lay off, Red! She's somebody else's meat. Married and pregnant." He must have seen the sparkle go out of my eyes, for he went on quickly: "But I know a cutie real well who lives near Sundown. Name's Hazie and she's got a sister I think you'd go for in a big way."

"That sounds interesting."

"Yeah. Sheryl is real pretty, too. I'll take you out to meet her if you like."

"Sure thing," I said, building up hopes at the same time I began building up my fire for the run to the river hill. But before I could say another word, other items called for attention.

HAVE you ever had your engine lose her feet just as you opened up for a run at a hill? Your drivers spun like pinwheels and all the results you got from a shot of sand was a thorough shaking up. I won't repeat Jenks' language on this occasion but his opinion of the previous man who'd run the One-spot raised my steam pressure ten pounds. Then as we rolled to a stop on the up-grade, he shouted, "Grab a chock and hold the tank!"

We both knew what had happened, but without the tools pilfered from the mill and blacksmith shop we'd have been in a devil of a fix. While we were coming down a steep hill to the Ochlocknee, the water in the tank had sloshed forward, depressing the front truck springs. Just as the tender wheels hit a low joint, the Eight-wheeler hoisted her tail on a high rail quarter, and the chafing plate on the tank frame slid under the one on the engine. Our 4-4-0 was riding the tender.

"Blast his ignorance!" Jenks muttered, referring to the former engineer on the One-spot. "He lowered the front end of the tank to get the water forward on the hills, and overdid it. Come Sunday, you and me'll put thirty-inch wheels under her instead of his twenty-eights."

"On our own time," I groaned.

"You're damn right."

I tossed off the tank top the trestle jack and a track-lining bar to lever it with. Then I poured a shot of black oil around the head of the coupling pin in the cab deck, and Jenks called up:

"Hey, Red, reach behind my seatbox and get that ten-pound sledge hammer!"

"Okay," I yelled back as I pulled the right and high-pressure injector to keep her from popping. "Did you leave them anything at all in the toolhouse?"

"That's their lookout," he barked. "On a one-hoss pike like this, with no repair shop, you use your own tools." And with something stuck in every available hiding place, it looked to me like Jenkins had them.

I set the jack under the coupling pin; but strain as I might, I couldn't budge it. As calmly as lighting a fresh cigar, the engineer moved the jack to the center of the swaying drawbar and lifted the pin with a few light taps. That freed the engine.

"Do you think she'll move ahead off the tank?" I wanted to know.

Jenks shook his head. "We won't try that. A stay chain might let go and break our suction hoses. Then if we get in at all, we'll have to siphon another tank of water and miss our supper. right now we'll jack her ahead a couple of inches."

Under his expert hands things worked smoothly. We lost only a few minutes, and part of that time went for backing up to get a fresh run at the hill. We made the beanery okay and I got another look at the little waitress with the large tits. Man, if Jenks could line me up with anything to match her, I might consider settling in Sundown for the rest of my life!

Eventually, I learned lots from him but not all of it on the road. That guy had what it took to run engines on a backwoods pike. He could smell trouble a mile off and be ready for it. When our boiler began leaking and there was no relief engine to take her place we raided the mule barn for manure. That night we went tomcatting until the steam pressure was gone; then we poured the dusty manure down the whistle pipe. Later on, we snagged a road crossing with our old-style pilot that farmers called a cowcatcher. Jenks solved the problem by dragging a small log across the track between it and the pilot wheels and backing up.

ONE day we jacked up our engine to couple a spring hanger, first placing a block under one driver and then running up onto it. After that we laid a block atop the next driving box and backed down and off the first.

While this was going on, Calel Jenkins asked: "Red, what was the biggest on-the-spot repair job you ever did?"

"I hardly know for sure," I said. "I've plugged busted flues with green pine poles, and once I got kicked out of the boarding house because I swiped the landlady's new clothes-line rope to use for soft rod packing. But when I was a kid I saw my father do a job that most master maniacs today would say was impossible."

"What was it?"

"Well," I said, "Dad was running an old coffeepot at Emerald, a sawmill town a few miles below Macon, on the Georgia Southern & Florida, when one of his driver tires came loose. It seems there wasn't another engine to be had, but if he were to let the mill run out of logs that would mean his job. Dad was getting two dollars a day, which was a lot of dough at that time."

Jenks nodded thoughtfully.

"I know. I've run for less."

"As I was saying, he ran the old scrap pile up beside the well in front of where we lived, and built a fire around the wheel with the loose tire. Drawing water from the well to keep the wheel cool, he soon had the tire loose enough to take a sheet of galvanized roofing between it and the wheel. Then he quickly doused the tire with cool well water. This completed what was ordinarily a back shop job—in time to make the afternoon trip to the woods."

"Never before heard of that stunt," Jenks said admiringly, "but I did see something to match it. A man got the bright idea of heatin' a wheel to expand it so that the damn thing would slip onto the drivin' axle without poundin' with a batterin' ram. He built a fire under the center, lettin' the flame come up through the hub but keepin' the rim cool to save the lead wedges. Not havin' room to expand outward, the expansion went inward and shrank the hub. After the wheel cooled, it was a good two thousandths smaller. Better remember that when you have a driver come loose."

At length, with our spring hangers

dged up by slab-chain links and our -0 cooled down, we were through the day.

'How about that female you were nna introduce me to?" I asked.

'Feel like countin' a few crossties?" chuckled. "It's about two miles out vard the river and there isn't a rig s side of Moultrie we can hire."

"You know I haven't made a payday e yet and I'm busted. But why lk? Let's borrow the trackmen's ndcar."

So we did. Getting her out of the rd came easy, and pumping her a uple of miles wasn't so bad. We und the two girls at home alone, en- ving the cool fragrance of the eve- ng in thin gingham dresses that showed re curves than the Sundown logging e. Their father had gone over to his ll in the river swamp while his woman s visiting a neighbor. It was a bright onlit night, just perfect for a date.

After the formalities were over, nks broke the news that we had bor- wed the railroad company's handcar r our trip and he asked the girls if ey cared for a nice ride to the river, eaning the Ochlocknee.

"And a swim while we're there," I lded hopefully.

THE GIRL named Cheryl giggled a bit. She was slender and very win- me, with shining dark eyes. "We ain't t bathin' suits," she said.

"Don't need 'em in the dark," I said.

Arm in arm, Jenks and I strolled with azie and Cheryl to the railroad track. hey smelled slightly like dishwater, but ho cared? It could be fun to scrub eir white and smoothly-rounded dies in the river by moonlight. But hen we reached the spot where we ad left the handcar, our eyes widened. he car was gone!

"Maybe it just rolled down the hill by self," Hazie suggested sweetly. "Let's ou and me go look for it, Caleb."

"Nope," I said. "There's the slab I hocked the wheels with. Somebody wiped her."

"Could be the Dawson boy," Cheryl entured. "He was over to our house st afore you come."

My heart sank even lower. Besides nissing a moonlit swim, we were play- ng second fiddle to a local farm youth.

Jenks was wrathful. "There'll be hell o pay over this," he said.

At that moment we heard a crash omewhere down the hill toward the Ochlocknee, followed by a yell and the oar of a shotgun. Then a clatter of teel wheels on irregular crossties, and all was quiet. With the backwoods girls at our heels, we rushed headlong down the grade. There we found the gray-bearded moonshiner whom they called "Paw" seated between the rails and gingerly feeling several lumps on his bald dome.

Evidently the Dawson boy, whoever he was, had taken to his heels when he heard us coming. He must have aimed to enjoy a short ride on the handcar. I guess he was letting her roll down the grade when she scooped up the old man onto the floor, and the rapidly pumping levers knocked him down as fast as he could get up. Then the shotgun bounced off, firing accidently as the car derailed herself. It was a frustrating situation. Only the fact that the gun was empty had kept Jenks and me from receiving a load of buckshot.

One of the moonshiner's daughters found the muzzle-loader and laid it out of sight until Paw could cool. We kindly offered the old buzzard a lift back up the hill to his cabin, but he uttered vile language and ordered us out of sight in nothing flat, threatening to fill us both full of lead.

"Well, Red," said Jenks glumly, "this here looks like the end of a perfect night."

"No, it ain't." Hazie flared up like a fusee on the track. "Paw, you can't run Caleb Jenkins off like this!"

"And why not?" he asked, fumbling for the gun she was sitting on.

"'Cause I got a reason inside of me," she said shyly. "He's been promisin' to marry me and I guess this is as good a time as any."

CALEB JENKINS, the resourceful hogger of Sundown and other logging lines, gave me an inquiring look. I advised him to do his part as a gentleman, and at length he agreed; so that very night we roused a Baptist preacher from a sound sleep to tie the knot.

It was well past midnight and the moon stood high in the sky when we pumped the handcar back into Sundown. We might as well have left it in the river swamp. Both of us were canned next day for using the section foreman's car and for stealing a few items that were found cached in and about the One-spot's cab and tank.

But being jobless didn't upset the boomer bridegroom at all. The last time I saw Jenks, he and Hazie were seated in an empty boxcar, happily munching peaches, en route to Florida. I knew that engineers were needed badly in Florida because of the war raging in Europe and the industry going full blast over here, and I'm sure that he knew it, too.

I left Sundown, too, but without Cheryl. That was a long, long time ago. Most of the time since then I have worked on logging pikes. Now I'm retired and living in Florida. I will always remember the locomotive repair tricks Caleb Jenkins taught me, and the winding Ochlocknee River, and the slender, dark-eyed girl that one night I almost went swimming with in the nude. ●

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The Switch List

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A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our March department is closed. April entries should reach us before Jan. 9th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

R. ALLERMANN, 1522 W. 5th St., Ontario, Calif. 91762, sells 3½x5 pix LATL and PE, and CA&E negs.; no list.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix LV, RDG, CNJ, L&NE, L&HR, D&H, DL&W, PRR, and Pa. shortlines.

FRED ARONE, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522, sells railroadiana. (SSE)

ANDREW BELL, 139 Ave. Des Loisirs, Dorion, Que., Canada, trades Canadian train orders for those of U.S.

COLWYN BEYNON, 74 W. 27th St., Hamilton, Ont., Canada, trades lanterns, locks, keys, tts. Sells 3x3 pix CN, CP, TH&B.

F.A. BRAATHEN, 1514 4th St., North Fargo, N.D. 58102, will sell an 1880 NP frt. bill; make offer.

HAL BUCKLEY, Jr., 216 Leighton Ave., Silver Spring, Md. 20901, sells steam, diesel, elec. slides and negs.

BOB BULLERMANN, 5731 S. 113th St., Hales Corners, Wis. 53130, trades for CB&Q steam front No. plates and hardware.

BILL CARRUTHERS, 58 Princeway Dr., Scarboro, Ont., Canada, sells sizes 620 and 116 Canadian steam negs. (SSE)

LOU CLAESON, 5500 Knox Ave. S., Minneapolis, Minn. 55419, wants M&SL steam pix in Minneapolis and Cedar Lake areas prior to '56.

LU CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, wants 35mm slides ex-CP 1278 on CNJ fantrips, ex-CP 972 and 1286 in Hagerstown and Spring Gap diesel terminals.

C. E. Davis, 3663 McCall Blvd., Bremerton, Wash. 98310, will buy pix C&O 2-8-2 of 1923-'26 and WM 4-6-6-4, top and side views.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 20¢. Buys, sells CN, CP TH&B steam negs.

CHUCK DOUGROUGH, 43 Luscombe St., Hamilton, Ont., Canada, will trade 1920 Off. Guide for back issue of Railroad Magazine.

STEVE DREW, 4180 Randolph Ave., Oakland, Calif. 94602, wants info. and pix of Fitz-Hugh Luther Co. rr.

ROGER GRANT, 2012 W. Ash St., Columbia, Mo. 65201, buys rr. brass wax seals and brass baggage tags.

JOE GRIMES, Box 41, Sterling, Va. 22170, wants pix W&OD, 1940-'50.

R. HANKINS, 385 19th St. S.E., Cedar Rapids, Iowa 52406, sells steam, diesel, air-brake instruction books; list free.

DON HAYWARD, 38 Monastery Ave., West Springfield, Mass. 01089, sells pix steam, diesels, elec., cabooses, pass. cars; list 30¢.

C.R. HENDRIX, 626 Cherry St., Hammond, Ind. 46324, will trade 1956 NYC rule bks. for same of CB&Q, D&RGW, SOU, L&N, WAB, IC, GM&O, NP, CMSP&P, GN, NKP.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, trades or sells orig. 35mm Kodachrome slides of diesels in his area; no list.

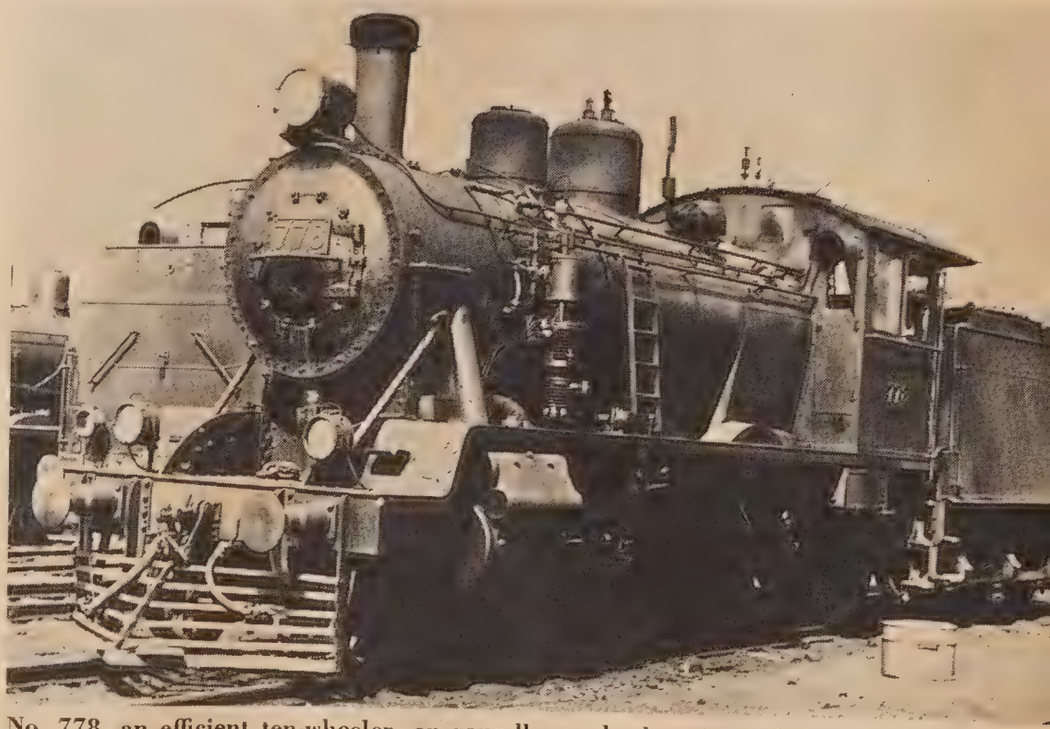
GRAEME HODGKINSON, 2509 S.E. Yamhill St., Portland, Ore. 97214, buys and collects info. on Ohmer fare registers used to 1930's.

R.T. HORN, Alger, Ohio 45812, sells 4x3, 7x10 elec. pix, back issues Trains mag.

BOB JONES, 131 Kendall Way, Covina, Calif. 91722, sells 5⅜" lantern globes.

CHAS. JONES, Jr., Box 157, Colonia, N.J. 07067, sells Off. Guides, 1939-'41.

Finnish State Rys. have much steam; here is 2-8-2T at Helsinki's main station.
Photos by Lt. J. M. McMillan 05416610, Co. C, 83rd Engr. Bn., APO New York 09258



No. 778, an efficient ten-wheeler, on roundhouse lead, waits to begin day's work.

No. 997, a 4-6-0 type, shown at Seinajoki, is a mainstay of passenger service.

JOHN KELEHER, 163 Stevenson St. S., Guelph, Ont., Canada, trades pix steam of locos on display.

FLOYD KEYS, 873 E. Confederate Ave. S.E., Atlanta, Ga. 30316, will buy Hargrave's book "Pioneer Indiana RR."

G. KIDDER, R.D. 1, Acton, Mass. 01720, sells pix Catskill Mt. Ry., Woodstock RR, and Reid's book "Extra South." (SSE)

BASIL KOOB, Box 279, Ft. Dodge, Ia. 50501, sells orig. negs. of C&NW, CGW, IC, NP steam and FDDM&S, WCF&N, CCW elecs.

A. KOVACS, 510 S. Franklin St., Wilkes-Barre, Pa. 18702, buys or trades for negs. of RDG, D&H, steam. Has negs. DL&W, CNJ.

WOODROW LAWYER, 547 Broadway, Hanover, Pa. 17331, wants switchmen's lanterns.

BOB LEBROKE, 16 Pearl St., Norway, Maine 04268, will trade record "On Time" for steam loco pix.

ELVIN LIQUE, 1501½ 2nd St., Wausau, Wis. 54401, sells 35mm color slides. Wants slides of CB&Q, NP U25C's, SD-45's.

JERRY LITSCHKE, 9023 Los Arboles St. N.E., Albuquerque, N.M. 87112, will sell set of Trains 1947 to date plus 29 copies '42-'47, excellent cond.

BOB LOAT, Currie Barracks P.O., Calgary, Alta., Canada, trades CP, CN, and western Canadian shortline diesel negs. for GT, CV, GTW, and DW&P diesel negs.

M.E.McKINZIE, 170 E. Pipkin St., Beaumont, Texas 77705, buys or trades switch keys and locks.

BOB McVAY, Box 625, King City, Calif. 93930, sells trolley transfers, 1907-'08. (SSE)

PHIL MILLER, 35 Lounsbury Rd., Croton-on-Hudson, N.Y. 10520, buys color slides NYC diesels 8200-8357.

FRANK MOORE, 760 Catawba Rd., Charleston, S.C. 29407, wants slides of SOU 2904, 6400-6401 and shortlines of S.C., N.C., and Ga.

JOHN MUSSEN, 40 Hawkins Ave., Hamburg, N.Y. 14075, wants 35mm slides Alco PA's, PB's; NYC 4086; EL 1854, 615; D&H 614, 5008; and LV 627, 8645-8647.

Pfc. WM. NELL, Co. B, 33 Sig. Bn., Box 31, APO, Seattle, Wash. 98749, trades train orders, emp. tts., rule bks. Buys switch keys.

DAVE NESTLE, Ray Rd., Greenwich, N.Y. 12834, sells wide variety of railroadiana; list 5¢.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, will buy any size pix NYNH&H 2353.

W.R. OSBORNE, 1019 S.E. 12th Ave., Deerfield Beach, Fla. 33441, sells p.c. size steam pix CP, GTW, GB&W, H&BTM, L&HR, NYO&W, NH, etc. (SSE)

STEVE OVERTON, 524-F Oakhill Townhouses, Salisbury, Md. 21801, has acquired photo collection of late Frank Ahman, Baltimore railfan; wants info. identifying these pix, all pre-1949.

DICK PAIGE, 715 Meridian St. Ext., Groton, Conn. 06340, will sell recent issues of Railroad Magazine and Trains.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells Kodachrome 35mm dupl. slides: steam, diesel, trolley. Sample 25¢.

DICK PASEMAN, 1211 Vista Superba Dr., Glendale, Calif. 91205, buys or trades SP emp. tts. for cap badges, coach keys, or ATSF tts.

HAL PHILLIPS, 13509 Blenheim Rd., Cleveland, Ohio 44110, sells trolley pix and slides. (SSE)

LOU POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872, buys pix Harry E., William A., and Northwest collieries.

JIM PRATER, 2210 Broadway, Lubbock, Texas 79409, buys pix, tts., emp. tts., etc. of T&NO, T&P, KCS, Frisco, CRI&P, Katy, CB&Q, GM&O, WP.

BILL REDDY, 96 Delray Ave., Buffalo, N.Y. 14224, wants info. on Plymouth-built gas locos.

TUCK RICHARDSON (age 25), Box 201, Eufaula, Okla. 74432, wants to hear from fans, either sex, ages 18-26, interested in collecting pix of diesel-powered trains and depots. Answers all mail.

D.C. ROBINSON, 4646 Mission Ave., San Diego, Calif. 92116. buys recordings of SP 4-6-0's, 2-6-0's, 2-8-0's, 4-8-8-2's.

DON SARNO, 1405 St. Christopher St., Columbia, Missouri 65201, buys or swaps emp. tts. (SSE)

STEVE SCALZO, 5305 Belcrest Court, Peoria, Ill. 61614, sells or trades orig. color slides SLPS, Pitts. Rys., and CTA for EPCL, PTC, PSTC, PSCT, MBTA, LAMTA, BTC, etc.

GEO. SCHRODER, 7814 160th St., Flushing, N.Y. 11366, will sell 1928-48 Poor's and Moody's rr. manuals or will accept pre '50 annual passes in trade.

JIM SEACREST, 2101 Birchwood Rd., North Platte, Neb. 69101, buys or trades for any size negs. of steam, motorcars, diesels (esp. switchers, SD's, and GP's), but only CB&Q, C&S, and FtW&D.

RON SIMS, 2717 Cornell St., Des Moines, Ia. 50313, wants info., pix, negs. of Des Moines trolleys, esp. early views and last runs.

CARL SOECHTIG, 5 LaRoche Ave., Harrington Park, N.J. 07640, buys color slides and pix of LIRR steam.

JOE STARK, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, sells or trades rr. books, mags., tokens, pix. Wants rr. books and buttons. (SSE)

DON TRAVER, 1705 E. Campbell St., Arlington Heights, Ill., trades emp. tts. of shortlines and abandon rrs.; list free.

FRED VAN VOORHEES, 215 N. 24th St., Camp Hill, Pa. 17011, will sell back issues Railroad Magazine, Trains, Mdl. RRer, RMC. (SSE)

H. von BLON, 1208 Locust St., Muskogee, Okla., wants print-shop cuts of rr. emblems, locos, rolling stock.

BILL WAGNER, Box 842, Richmond, Ind. 47374, wants NYC calendars, 1921-'32.

OTTO WEISS, 32-52 34th St., Long Island City, N.Y. 11106, sells rr. pix. (SSE)

VIC WILLIAMSON, 1000 E. 39th St., Marion, Ind. 46955, wants pre-9/61 NKP Mag. and NKP, L&WE, W&LE tts.

RAY YOUNG, Box 34851, Atlanta, Ga. 30332, buys or trades for negs., pix, info. on Southeastern shortlines and SAL, ACL.

J.S. ANGEL, 23 Sutton Court, Bettendorf, Iowa 52722, wants photo C&NW roundhouse at Mason City, Iowa, period of 1920-'30.

JESS BARBOUR, 325 Seneca Pl., Charlotte, N.C. 28210, wants booklet "Night Freight on N&W," "Pocket Guide to Amer. Locos," and "100 Yrs. of Steam Locos"; also N&W steam or diesel slides.

ED BAUMGARDNER, 26 West End Ave., Oneonta, N.Y. 13820, buys passes, tts., pix of Woodstock Ry., Greenwich & Johnsonville, Schoharie Valley, Catskill Mt., Catskill & Tannersville.

C.R. BISHOP, 424 Iris St., Redwood City, Calif. 94061, wants Trains Photo Albums 1, 8, 9, 13, 16; state price, cond.

R.L. BRIECHLE, 9 Brownson Dr., Shelton, Conn. 06484, trades loco bldr's plates (Baldwin, Alco-GE, many British, etc.). Issues "Plate Collector's Directory," over 80 pages, sample copy $1.

G.M. BROWN, 40 E. Main St., Gloucester, Mass. 01930, will buy book "The Moffat Road," by Bollinger and Bauer.

LEO CALOIA, 907 Adelante Ave., Los Angeles, Calif. 90042, trades orig. color slides and b&w negs of LAMTA for those of El Paso trolleys.

TOM CHAMBERLAIN, 323 Chemung St., Sayre, Pa. 18840, buys, sells, swaps tts., passes, switch keys, lanterns, rr. booklets, etc. (SSE for 18-page list.)

CHAS. CONIFF, 534 Witsell Rd., Jackson, Miss. 39206, sells b&w pix, negs., color slides of steam and diesel. (SSE)

BOB GREENWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, wants old rr. bonds; has plenty to swap.

BOB HEIST, 32125 12th St., Arlington, Va. 22204, wants info. and maps of early rrs. in East, esp. Penna., incl. abandoned lines.

E.J. KELLY, 119-42 223rd St., Cambria Heights, N.Y. 11411, wants photos and drawings of Pennsy B1 and B3, New Haven EF-1 and EP-3.

BOB LORENZ, 1939 Whittaker Dr., Fremont, Ohio 43420, sells NKP, B&O, NYC, PRR, CN, CPR 2x2 color slides and b&w and color photos. (SSE)

MARK MEYER, 900 S. 26th St., Milwaukee, Wis. 53204, buys D&RGW and D&SL tts., emp. tts., maps, letters, passes, rulebooks, annual reports.

DOUG MURPHY, 202 W. Main St., Vine Grove, Ky. 40175, will buy B&LE steam photos, clear and sharp, any period. State size, price.

WM. MYERS, 50-31 Newtown Rd., N.Y. 11377, sells color and b&w pix of Pennsy, LIRR, NH, many elec. rds. (6-page list, SSE)

DEAN OGLE (GN opr.), 906 W. Gordon Ave., Spokane, Wash. 99205, swaps emp. tts. and forms of GN, NP, SP&S for what-have-you on other roads. Those who didn't get earlier trades, write again.

J. QUINN, 39 Foxhurst, Manhasset, N.Y. 11030, wants NYC (in Mohawk Valley) photos, slides, souvenirs, menus, brochures, etc.

JEROME ROSENFELD, 122 Dulles Dr., Dumont, N.J. 07628, wants pix of NYW&B frt. and pass. equip. and stations, also NJRT tts.

DON SCAFE, Project House 1-D, College Station, Texas 77840, will sell intermittent vols. Railway Age, 1922-'54, some bound. (SSE)

SHERMAN SHOOK, 160 Andover St., Wilkes-Barre, Pa., 18702, sends brochure, details elec. and steam runs, East Broad Top. List ry. museum slides, sample scene 20¢ plus stamp.

FRED STECK, Rte. 1, Reese, Mich. 48757, will sell 35mm orig. steam slides and 8mm movies. Wants Steam Era catalogs on airbrakes, injectors, Detroit lubricator, etc.

Mrs. DOROTHY STEVENS (widow of B&M engr.), West Newbury, Vt. 05085, will sell old issues of BLF&E mag. back to 1928, most years complete, up to 1960, when husband died; also emp. tts., incl. some now-extinct roads. (SSE)

J.L. STEVENS, Ripley, Miss. 38663, will swap all issues of Railroad Magazine 1953-'55 for rr. kerosine lanterns, switch locks and keys of GM&O.

JIM TERRELL, Box 322, Silverton, Colo. 81433, trades, sells, buys emp. tts. Wants emp. tts. of ACL Richmond Div. and Soo's Eastern Div.

J.B. VAIL, 1038 Lakeside Dr., Felton, Calif. 95018, wants Locomotive Cyclopedias.

STEPHEN ZABEL, 1710 Montgomery Ave., Bronx, N.Y., will buy pix, slides, other railroadiana, of NYCTA and PATH.

Model Trading Post

JOE BURKEL, 133 Lehigh Ave., Blackwood, N.J. 08012, will trade Mantua Bell of 1880's for brass Camelback loco.

BILL CARRUTHERS, 58 Princeway Dr., Scarboro, Ont., Canada, will buy Lionel std.-gage trains and track.

PETE FALINA, 50 Grand View Rd., Pawtucket, R.I. 02860, will sell Mdl. RRer 7/60-11/65, 5 issues missing, fair to good cond.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, wants Mdlmaker Mag., Vols. 15-17, and PRR keystone.

CHAS. JONES, Jr., Box 157, Colonia, N.J. 07067, will sell Ives pre-'20 O-gage trains.

J. KEMPESTA, Jr., 27 N.B. St., Taftville, Conn. 06380, wants kit or plans of Vollners' "Bridge on River Kwai"; all types model rr. books and mags. pre-1956.

R.H. KNIERMAN, Rte. 1, Linesville, Pa. 16424, wants 7½"-gage 4-6-2, 4-4-2, 2-6-2.

RUDY LEHMAN, Box 417, Shoreham, N.Y., buys any gage scale locos, cars, etc.

JOHN LESCANEC, 3121 S. 13th St., Lincoln, Neb. 68502, will trade toy trolleys for traction items of O gage trains.

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants std.-gage trains, trolleys, accessories, parts, catalogs.

HOWARD MOULTON, 204 Richards Ave., Portsmouth, N.H. 03801, wants Marx 8-wheel cars.

GORDON SMOKE, Otisville, Mich., will sell 15" gage park-size rr, gas loco, 3 cars, ½ mile rail, depot.

HENRY STATKOWSKI, 336 Calhoun Ave., Throgg's Neck, N.Y., wants Penn Scale Models F-M Baby Trainmaster; state price, cond.

JIM TANDY, Box 35, Carrollton, Ky. 41008, will buy Lionel 6464-125, 6517-1966, 6464-100. ●

Coming Events

Feb. 4: inspect construction of new SP line thru Cajon Pass, going via Santa Fe.; photo stops, Consist: chair cars, ex-CP mountain obs, car No. 599, bagage-lounge; lunch time at Barstow, Fare $11 (no half fare). Info. and tickets from Orange Empire Trolley Museum, Box 548, Perris, Calif. 92370.

Feb. 25: ride PGE, 5th annual trip, reserved RDC on regular train. Lv. North Vancouver 8 a.m. RDC will run "extra" Lillooet to Kelly Lake and back, a photo run-by, due back North Vancouver 9:30 p.m. Write to West Coast Ry. Assn., Box 2790, Vancouver 3, B.C., Canada.

March 11: Los Angeles to Del Rosa on Redlands Loop with rare ride via Olive District freight cutoff and scenic Santa Ana Canyon, photo stops; or visit 41st National Orange Show at San Bernardino (incl. shuttle bus, admission and ride on 3'-gage steam train). Fare $6.95 (kids $4.95). Write Orange Empire Trolley Museum.

April 15-16: Ride ex-CP mountain obs. car 599 owned by Orange Trolley Museum, tied on the tail of SP's San Joaquin Daylight, from Los Angeles to Glendale and Bakersfield. See lush green valleys, mountain passes, Tehachapi Loop, Caliente horseshoe curve. Fare $10 (kids $7.50). Write Orange Empire Museum. (Same trip May 13-14 also.)

April 22, 29, or May 6: Visit Ramona Outdoor Play at Hemet, Calif., on its 40th anniversary. Go by deluxe train, all streamlined equipment, 2 club cars, snack car. Lv. Los Angeles, several pick-up stops. Fare $14.75 (kids $11.75) incl. reserved seat on train and at pageant, shuttle bus, barbecue dinner. Write Orange Empire Trolley Museum.

Schedule for 1967 inland river cruises on the Delta Queen (only sternwheeler in regular service, only steamboat in North America with staterooms) has been set up, starting March 25 thru Nov. 9. E. Jay Quinby at calliope. Write Greene Line Streamers, Inc., 381 Public Landing, Cincinnati, Ohio 45202, or 10 E. 40th St., New York, N.Y. 10016.

High Iron Railfan Trips has set up schedule for 1967 with ex-CPR 1278 (Steamtown 127): May 21, Jersey City to Bethlehem, Easton, and Warwick on the CNJ and L&HR. June 25, Jersey City to Bridgeton on CNJ; Aug. 20, Jersey City to Highbridge, Green Pond Jct and Sparta Jct, on CNJ, Susquehanna, L&HR. Write High Iron, Inc., 418 Catalpa Ave., North Plainfield, N.J. 07060. The June 25 and Sept. 17 trips may be repeated a week later. ●

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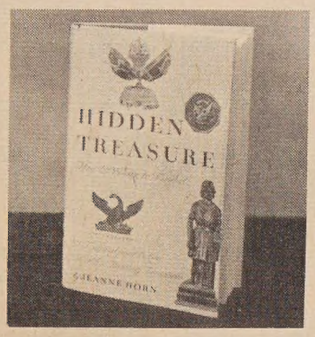

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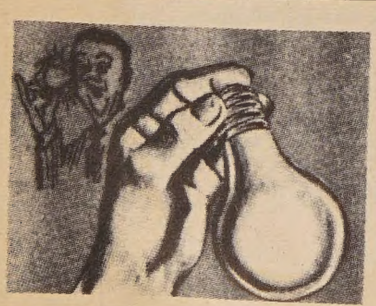

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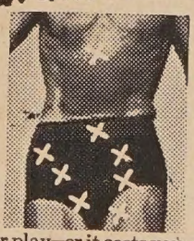

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Itchy scalp, dandruff, excessive oiliness or dryness are common symptoms that often lead to hair loss. These are the symptoms of a scalp disorder known to dermatologists as seborrhea. Neglect of these symptoms invites baldness.

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I must admit I didn't have much faith in it, but I hadn't been using Ward's one week before I could see it was helping me. I could feel my hair getting thicker.
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Out of all the Hair Experts I went to, I've gotten the *most* help from one bottle of Ward's Formula.
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